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Hongkong Sunday Herald.

THE LARGEST CIRCULATION IN SOUTH CHINA.

Vol. VI. No. 288.

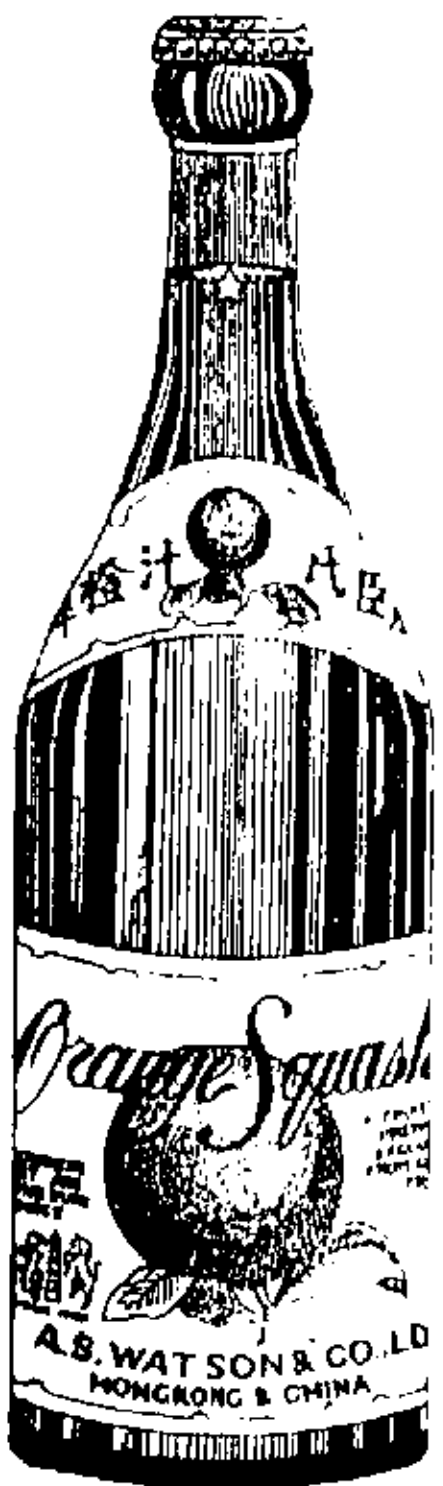
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HONG KONG, SUNDAY, SEPTEMBER 8, 1929.

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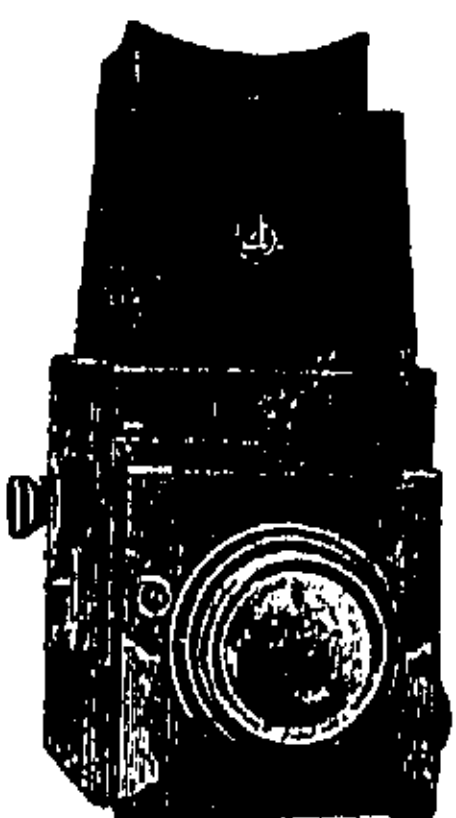
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TRAGIC AIR CRASH

APPALLING ACCIDENT TO AIR MAIL PLANE

THREE INCINERATED

Landing-Flare Sets Fire To Wings

DOCTOR AND NURSE RUSH TO RESCUE

One of the worst air disasters on record occurred late on Friday night at Jask, Persia, on the shores of the Arabian Sea, when an Imperial Airways triple-screw De Havilland aeroplane, bound for Karachi from London with passengers and 25,000 mail packages, crashed and burst into flames. Three persons are officially reported to have been killed, and two injured. The casualty list is as follows:

Killed	Injured.
Mr. V. G. Bell, a passenger.	Bourne, wireless operator.
Woodbridge, the pilot.	Amor, a mechanic.
Court, a mechanic.	

Mr. Bell, who was en route to Malaya, was a member of the Indian Forestry Commission. Woodbridge held a distinguished War record.

It appears that the night landing-flare caught fire, and the machine soon became a blazing inferno in which the three were incinerated.

STORY OF THE DISASTER

Simla, Saturday. A day with a doctor and nurse on board. It was then believed that the pilot was only injured, but when 100 miles out they received news of his death through a wireless message, and turned back to Karachi.

The incinerated machine was a triple-screw De Havilland Hercules type, which is used for the Cairo-to-Karachi stage of the England-to-India air mail service. It is understood that she carried 25,000 mail packages.

Fatalities Confirmed. London, Saturday. The Imperial Airways confirm the report that three people were killed and two injured. One of the dead passengers is Mr. V. G. Bell, a member of the Indian Forestry Commission, who was on his way to the Federated Malay States. Reuter.

Injuries Not Serious. London, Saturday. The Imperial Airways announce that the machine caught fire after landing. The pilot lost his life and the others sustained burns which are not believed to be serious.

On the other hand, Reuter's correspondent at Karachi cables the names of three men who were said to have been killed. They include the pilot, Woodbridge, who had a distinguished war record and, on one occasion, brought down the wounded German "ace" Richthofen; Bell, a passenger, who lives in London, and Court, a mechanic.

The injured include Bourne, the wireless operator, and Amor, a mechanic. Both are expected to recover.

Cause of Disaster. It appears that the night landing-flare on the wing-tip caught fire. The wing of the machine soon became a flaming inferno. A London-bound air mail plane, which was due to leave Karachi to-morrow (Sunday) left Jask to-

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HOME FOOTBALL

Yesterday's Results in Leagues

ENGLISH AND SCOTTISH

Rangers Checked at Aberdeen

[From Our Own Correspondent] London, Last night. Following are the results in the English Leagues and the Scottish League (First Division) to-day:—

ENGLISH LEAGUE

Division I.	
Birmingham	4 Huddersfield
Bolton	1 Derby
Burnley	4 Portsmouth
Grimshy	1 Newcastle
Leeds U.	4 Aston Villa
Leicester	3 Sheffield U.
Liverpool	0 Everton
Manchester U.	1 Blackburn
Wednesday	0 Arsenal
Sunderland	5 Manchester C.
West Ham	5 Middlesbro

Division II.	
Bradford C.	2 Wolves
Bristol C.	5 Reading
Cardiff	0 Hull
Millwall	2 Bury
Notts Forest	1 Notts C.
Oldham	4 Chelsea
Preston	0 Charlton
Southampton	4 Blackpool
Swansea	2 Stoke
Tottenham	2 Barnsley
West Brom.	5 Bradford

Division III. (South)	
Bournemouth	3 Exeter
Brighton	6 Norwich
Fulham	1 Crystal P.
Luton	0 Southend
Merthyr	0 Clapton O.
Newport	1 Watford
Plymouth	1 Brestford
Queen's P.R.	2 Gillingham
Swindon	2 Bristol R.
Torquay	1 Coventry
Walsall	1 Nagsmills

Division III. (North)	
Accrington	3 Chesterfield
Crewe	1 Nelson
Darlington	6 Doncaster
New Brighton	2 Wrexham
Port Vale	5 Barrow
Rochdale	2 Tranmere
Rotherham	2 Halifax
Southport	1 Hartlepool
South Shields	3 Lincoln
Stockport	1 Wigan
York C.	2 Carlisle

SCOTTISH LEAGUE	
Aberdeen	1 Rangers
Dundee U.	0 Airdrie
Falkirk	3 Morton
Hibernians	1 Cowdenbenth
Kilmarnock	2 Ayr U.
Motherwell	0 Hearts
Partick	2 Hamilton
St. Johnstone	4 Queen's Park
St. Mirren	3 Dundee

—Reuter.

Things That Matter

To-day's Diary

Fifteenth Sunday After

Trinity.

Nativity of the Blessed

Virgin Mary.

Parsee New Year.

White Dew (Pai-lu).

Queen's Theatre: "Red Hot

Speed."

World Theatre: "Maxim's

Bar Boy." 6.15 p.m. and 9.20

p.m.: "The Unconquerable"

(Chinese picture), 2.30 and

7.15 p.m.

Star Theatre: "Bringing Up

Father."

Majestic Theatre: "Annie

Laurie."

Tea Dance: Repulse Bay

Hotel, 4.30 p.m.

Golf: Captain's Cup.

Base ball: Japanese v.

Kloras.

Chinese Athletic Association

Athletic Meeting, North

Point.

Tides: High, 12.03 a.m. and

1.07 p.m.; Low, 6.17 a.m. and

6.22 p.m.

Home Mail

Inward: Europe via Naga-

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SCHNEIDER TROPHY

WAGHORN WINS FIRST FLIGHT—328 M.P.H.

WORLD'S SPEED RECORD

Italian Machines Have Forced Landings

ATCHERLEY'S BAD LUCK

The great Schneider Trophy air race at Southampton around which tremendous interest has centred lately in all parts of the world, was won by Flying Officer Waghorn yesterday, over a course of seven laps of 50 kilometres, in a supermarine Rolls-Royce S-6, in 39 minutes, 42.4 5 seconds, averaging 328.63 m.p.h., which constitutes a world's record.

Flying Officer Atcherley, who put up the world's lap record at an average speed of 325.54 m.p.h., had the misfortune to be disqualified for a technical offence.

DETAILED RESULTS OF RACE

London, Yesterday. On a course of seven laps of 50 kilometres, the first flight was made

by Flying Officers Waghorn on a Supermarine Rolls Royce S-6, in 39 minutes, 42.4 5 seconds, averaging 328.63 m.p.h., which constitutes

a world's record. Warrant Officer Dalmolin, (Italy), on a Macchi 5-2 machine, took 45 minutes, 54.2/5 seconds, averaging 284.2 miles per hour.

Lieut. Cadrigher, (Italy), in a new Macchi, made a forced landing after the first lap.

Lieut. D'Arcy Greig, on a Supermarine Napier S-5, took 46 minutes, 15.1 5 seconds, averaging 282.11 miles per hour.

Lieut. Monti, (Italy), in a new Macchi, also had a forced landing. Reuter.

[At Calshot on September 1, Flying Officer Atcherley took up a seaplane Supermarine Rolls Royce six, which was one of the British hopes for the Schneider trophy. Superbly handling the machine, Atcherley is estimated to have attained a speed of 350 miles an hour. According to newspaper reports on August 22, the greatest speed ever attained in the air, nearly 350 miles an hour, was reached by Flying Officer Waghorn in the Supermarine Rolls Royce monoplane Blue Rocket at Southampton on August 21 in a Schneider Cup practice flight.]

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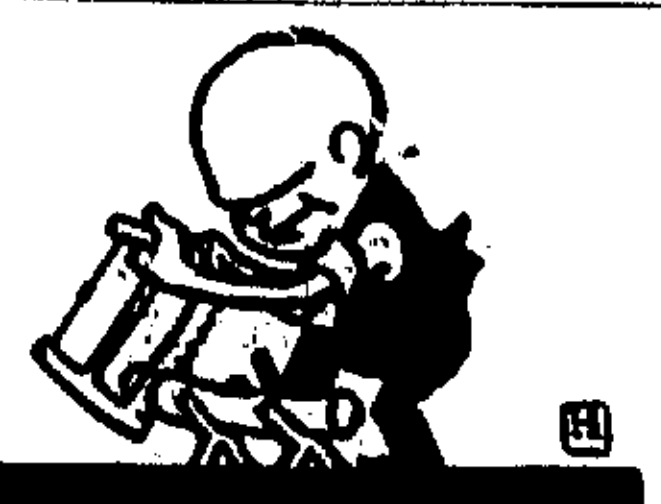
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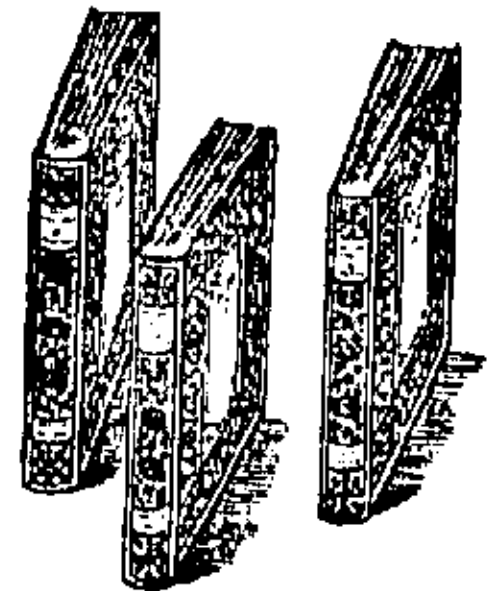
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Speedway ... Ridgeway Cullum.
The Ghost of ...
Downhill ... Edgar Wallace.
The Mystery of the Yellow Room ... Gaston Leroux.
Westward Ho! ... Charles Kingsley.
The Brethren ... H. Rider Haggard.
The Mystery of the Louvre ... A. Bernède.
Noah's Ark ... Arline De Haas.
Piccadilly ... Arnold Bennett.
King of Kings ... McPherson and Mahon.

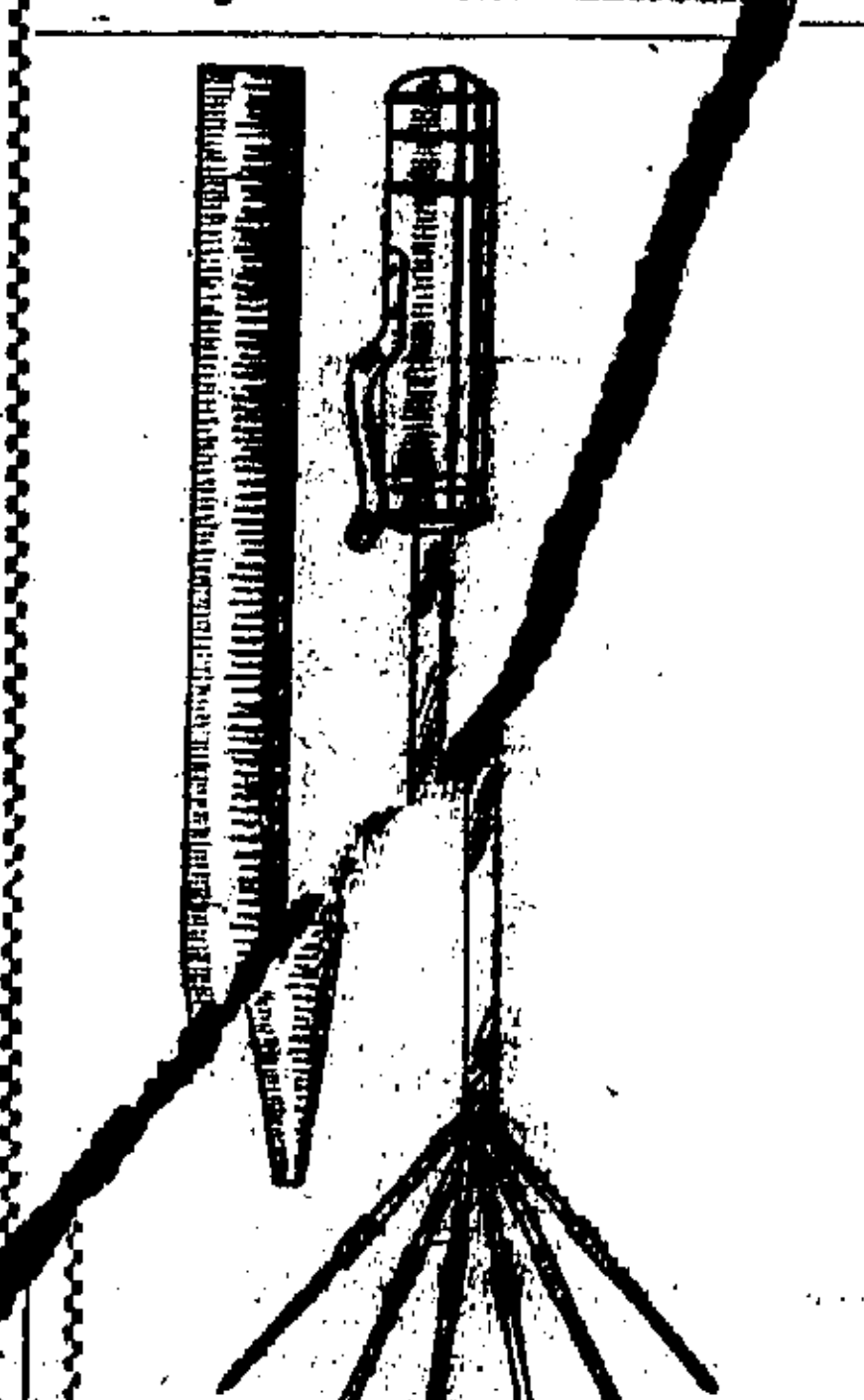
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INDIA AND LEAGUE

Complaint That East Is Neglected

WESTERN MONOPOLY

Geneva, Saturday.

Sir Muhammad Habibullah, the Chief Indian delegate at the League Assembly, after announcing that India would sign the optional clause before the end of this Assembly, made a striking plea for a greater consideration of India's needs, and said he was feeling, in regard to India and other Eastern countries, that the West claimed most of the League's attention. Reuter.

SUB-STATION FIRE

Petrol Tins Ablaze in Kowloon Tong

EARLY MORNING INCIDENT

Mongkok Fire Station received an early morning call yesterday to the Kowloon Tong sub-station of the China Light & Power Co. (1918). Ltd. Two engines were despatched, but their services were not required.

It transpires that some tins of petrol lying to the rear of the sub-station had become ignited, but the fire was put out by the staff with the use of extinguishers on the premises.

CHIANG KAI-SHEK

Marshal's Return To Shanghai

HOME AGAIN

Nanking, Yesterday. Marshal Chiang Kai-shek returned from Shanghai this afternoon, and immediately repaired to his private residence near the Sun Yat-sen Mausoleum. Reuter.

THE WAYS OF U.S.

Trying to "Make" Out of Disarmament

SERIOUS ALLEGATIONS

Washington, Saturday.

Allegations of attempts by American armament firms to "crab" Naval disarmament have been given such publicity that President Hoover has intervened, ordering the Attorney-General to investigate the activities of William B. Scheerer in that connection. Senator Borah previously moved a resolution asking the Senate to investigate Scheerer's activities at the Naval conference at Geneva in 1927 while secretly in the employ of American corporations interested in naval contracts.

Scheerer brought an action against three important shipbuilding companies, claiming \$257,655 for his activities at Washington, Geneva, and elsewhere in connection with naval armaments and alleges that only \$51,250 of the amount due to him was paid.

Mr. Hoover has requested the companies implicated to supply a statement.

Mr. E. B. Grace of the Bethlehem Steel Corporation, describes Scheerer's suit as "wholly without merit," and promises a further statement immediately.

Mr. Homer Ferguson, President of Newport News Shipbuilding and Dry Dock Company, denies that he employed Scheerer or anyone else to oppose disarmament at Geneva.

Other firms which have been mentioned have promised immediate statements. Reuter's American Service.

Wm. **Powell** Ltd.



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SOFT FELT HATS

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Price \$11.50, \$13.50, \$15.50, \$17.50.

in
GREY, FAWN, DRAB, BROWN,
New Brown & Silver

SOFT FELT FOLDING HATS

in GREY, DRAB,
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GLYN'S HATS

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New Stocks in

DOUBLE TERAIS
IN
NEW SHAPES.
TWEED CAPS
AND HATS
BOWLERS.
SILK HATS

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LAWN BOWLS

Very Keen Bid For Championship

TRIANGULAR BOUT?

Shanghai's Interport Team Selected

Yesterday's results in the lawn bowls League matches have placed the Craigengower C.C. and the Kowloon Dock R.C. who have both completed their fixtures, in line for premier honours in the First Division, with the possibility of the Kowloon Dock R.C. Club, who are two points behind but have a match in hand, coming into the picture and making a triangular bout-off for the championship. Although the Tai Koo R.C. on their own ground, were expected to account for Craigengower, the margin of 14 shots rather battered the winners.

The Kowloon Dock's narrow victory over the Bowling Green was not unexpected, whilst the "classy" affair between the Club de Recreio and the Civil Service C.C. went in favour of the Happy Valley team. The only match in the Second Division that between the Electric R.C. and the Craigengower C.C., which the former won had no bearing on the championship of this section. Shanghai's team to meet Hong Kong has been chosen and is given below.

Division I

TAIKOO R.C. v. C.C.C.

On their own ground, the Tai Koo R.C. defeated the Craigengower C.C. by 14 shots.

In the first rink, Bradbury opened with a 1 and a 2 and improved his lead by five shots up to the 8th head (12-4). Waterspoon then scored 2-3 but drew a blank in the next three heads. Five points behind at this stage, the home skip notched 2-1-3 and led for the first time (17-16) at the 17th head. In the last four heads, Waterspoon scored four shots and gave away one.

The visitors also drew first blood in the second rink, Bass getting a 4 and a 1. Ferguson then scored a single and immediately after gave away three points. In the next seven attempts, Ferguson monopolised the scoring, putting on 12 shots at a stretch. Bass never recovered from this set-back and lost by five shots at the end.

Up to half way through, play was very even in the Drummond-Omar rink, the score standing at 8-7 in the latter's favour at the 12th head. Omar increased his advantage by three shots, but from then on, Drummond turned the tables on him and finished up five shots ahead.

Tai Koo R.C.	Craigengower
J. C. Chalmers	F. J. Neves
J. Sloan	M. A. R. Sousa
G. Morrison	D. Rumbold
W. Waterspoon	B. W. Bradbury
(Skip)	(Skip)
J. Laing	G. Buchanan
A. Stalker	M. O'Brien
T. Grimes	H. Beer
J. Ferguson	R. Bass
(Skip)	(Skip)
G. McClellan	W. T. Brightman
J. B. Chapman	A. E. Conter
C. B. Matthews	E. d'Arcy
N. Drummond	U. M. Omar
(Skip)	(Skip)
62	48

BOWLING GREEN v. K.D.R.C.

A margin of 15 shots by Panchoon over Guy made all the difference to the Kowloon Dock R.C. in their fixture (away) against the Kowloon Bowling Green Club, which the visitors won by five points.

With an early advantage of nine shots from the first five heads, Russell beat Brown 21-9. In spite of having given four shots to Gray in the first two heads, Gow was 15-9 ahead at the 9th head, thanks to a 5 at the 3rd and a 6 at the 7th head. The home skip, however, failed to score in the next eight heads, at the end of which Gray had a margin of eight points. Gow came back with 1-1-1, gave away a single at the last head, and lost by two shots.

Bowling Green Kowloon Dock

Bowling Green	Kowloon Dock
R. Duncan	C. Atkins
E. W. L. Hogbin	W. Greig
P. T. Farrell	W. Hedley
W. Russell	J. C. Brown
(Skip)	(Skip)
H. Rose	H. Cooper
V. Chittenden	F. Culen
H. Nish	J. McDevie
L. Guy	J. Panchoon
(Skip)	(Skip)
S. Eccleshall	J. McLaggan
G. E. Roylance	A. V. Ramsay
R. Hall	F. Goodman
D. Gow	S. Gray
(Skip)	(Skip)
58	63

RECREIO v. C.S.C.C.

At King's Park, the Club de Recreio lost to the Civil Service C.C. by three shots.

Ribeiro started poorly against Grimmett and as early on as the 6th head was 14 points behind, eventually losing by ten.

Luz accounted for Taylor by seven shots, a feature of the former's scoring being a 7 at the 16th head.

In the third rink, Yvanovich was fortunate to draw level with Brown after being five points behind at the 19th head.

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AQUATIC SPORTS

Of St. John Ambulance Brigade

THE TROPHIES

The annual swimming sports of the St. John Ambulance Brigade will take place in King's College Bath on Sunday, 29th September, 1929, at 10 a.m. Entries must be sent, through Divisional Superintendents, to Mr. J. Ralston, Ellis Kadoorie School, before 21st September.

The following trophies will be competed for:—
Ellis Kadoorie Shield—Team Race (Teams of four; each man to swim 2 Lengths).

Ho Tung Cup—Life Saving Competition. The rescue to be effected by diving from the surface and time will be counted till the dummy is brought to the side.

Ho Brothers Cup—100 Yards Championship (6 Lengths).
Chan Chan Nam Cup—Back Stroke (3 Lengths).
Nam Yang Cup—Breast Stroke—6 Lengths.

The Chapter Shield will be awarded to the Division gaining the most points in the first five events. Three points for a first place, two points for a second, and one point for a third.

Recreio Civil Service

Recreio	Civil Service
C. Vas	S. Rundle
C. E. Marques	J. Deakin
C. A. Lopes	J. Hollidge
A. C. Ribeiro	A. W. Grimmett
(Skip)	(Skip)
L. C. R. Souza	P. Knight
H. A. Alves	F. H. Holdman
G. G. Silva	J. Gregory
R. F. Luz	R. T. Taylor
(Skip)	(Skip)
E. L. Barros	F. E. Booker
L. A. Gutierrez	S. E. Alderman
C. M. S. Alves	B. E. Maughan
P. Yvanovich	A. O. Brown
(Skip)	(Skip)
15	15
53	56

Division II

ELECTRIC R.C. v. C.C.C.

At North Point, the Hong Kong Electric R.C. defeated the Craigengower C.C. by five shots.

Fortunes fluctuated in the Lunny-Rossett rink until the 19th head when the score stood level at 18-18. The home skip finished up one point ahead after getting a 4 and giving away a 3.

Building up a useful lead of ten points in the first five heads, Collins got the better of Webster by 22-18. Muskett, who won by eight shots, scored consistently and was never, at any stage, behind Wiltshire.

Electric R.C. Craigengower

Electric R.C.	Craigengower
P. Norington	D. K. Kharas
C. H. Coutts	Langenstraas
A. F. Paul	Gill
L. F. Lunny	C. S. Rossett
(Skip)	(Skip)
F. Tarbuck	Fenwick
H. Hatch	H. V. Pearce
H. F. Akehurst	D. Clow
A. Webster	W. Collins
(Skip)	(Skip)
J. R. Way	W. Field
G. T. Padgett	S. Flegg
L. de Rome	J. Cavanagh
W. B. Muskett	J. Wiltshire
(Skip)	(Skip)
21	13
61	56

LEAGUE TABLES

Division I.

	P.	W.	D.	L.	Pts.
Kowloon D.R.C.	14	9	0	5	18
Craigengower C.C.	14	9	0	5	18
Kowloon B.G.C.	13	8	0	5	16
Civil Service C.C.	14	8	0	6	14
Club de Recreio	13	7	0	6	14
Tai Koo R.C.	13	7	0	6	14
Kowloon C.C.	12	5	0	7	10
Police R.C.	13	0	13	0	0

Shots For and Against

	For	Agst.	Up Dn.
Kowloon D.R.C.	879	727	152
Craigengower C.C.	878	768	110
Kowloon B.G.C.	784	729	55
Club de Recreio	709	751	18
Tai Koo R.C.	733	747	14
Civil Service C.C.	766	794	28
Kowloon C.C.	628	725	97
Police R.C.	632	828	0 196

Division II.

	P.	W.	D.	L.	Pts.
Kowloon B.G.C.	14	10	0	4	20
Civil Service C.C.	14	10	0	4	20
Tai Koo R.C.	12	8	0	4	16
Craigengower C.C.	14	8	0	6	16
Yacht Club	13	7	0	6	14
Electric R.C.	14	7	0	7	14
Club de Recreio	14	3	0	11	6
Kowloon C.C.	13	1	0	12	2

Shots For and Against

	For	Agst.	Up Dn.
Kowloon B.G.C.	907	747	160
Civil Service C.C.	897	702	136
Tai Koo R.C.	739	646	98
Craigengower C.C.	808	806	2
Yacht Club	789	759	20
Electric R.C.	812	849	87
Club de Recreio	766	848	82
Kowloon C.C.	673	924	0 251

HONG KONG INTERPORT

The following have been selected to represent Shanghai against Hong Kong and will sail from Shanghai on or about September 28 by the "Empress of Russia":—

Messrs. A. A. Malcolm (captain of team), Jessiman, Atkinson, Dorman, R. Phillips, and Kerley. The selection of the team to play the Interport has been left in the hands of the captain of the team, Mr. A. A. Malcolm.

Messrs. Malcolm, Atkinson and Phillips have been here before, Atkinson being skip two years ago when the local rink was defeated heavily on the Craigengower C.C. lawn.

In all likelihood the Interport match will be played on the K.C.C. ground on Wednesday, October 2nd.

The local four have not yet been chosen.

HOME RACING

St. Leger's Final Prices Quoted

TRIGO NO. 1 FAVOURITE

The final acceptances and prices for the St. Leger show Trigo, Pennycomequick, and Hotwood, respectively the winners of the Derby, Oaks and Grand Prix, at the head of the quotations, ranking as favorites in the order they are mentioned above.

An official estimate of the merits of a winner of these three races shows the Oaks form 2 lb. behind the Derby, and the French form 2 lbs. behind the Oaks, so that Trigo, Pennycomequick and Hotwood should finish first, second and third.

It is curious that two large stables like those of Lord Derby and Lord Woolvington should only have candidates quoted at 16 1. They each have so many horses in work to choose from, yet one cannot do better than to take Bosworth and Defoe as likely outsiders.

The quotations notwithstanding, there are many who will not alter their opinion that Mr. Jinks, the best three-year-old in England, is a good thing to win the last of the English Classics. From 20 1 he had shortened to 10 1 in ten days.

Appended are Mr. Frank Haytor's latest quotations:—

6-1 Hotwood
9-2 Trigo
10-1 Mr. Jinks
10-1 Brienz
11-2 Pennycomequick
12-1 Tom Peatree
14-1 Posterity
16-1 Bosworth
16-1 Defoe
16-1 Lemon Car
20-1 En Garde
25-1 Cavendo
25-1 Haste Away
25-1 Horus
33-1 Totalsator
50-1 Cuttlefish
66-1 Pons Pertuis (?)

BILLIARDS

Steel Coulson League Matches

ST. PATRICK'S FINE LEAD

Below are results of matches in the above League played last week:—

TUESDAY

St. Patrick's v. Craigengower C.C.		
Remedios	150	Kew 130
F. Cruz	150	Zimmer 65
Vas	150	Ribeiro 112
Barros	150	Lim 68
S. Cruz	150	Kitchell 109
Baptista	150	Read 100
	900	624

H.K. Police Res. v. R.A.O.B.

22	H.K. Police Res. v. R.A.O.B.			
	Mowfung	108	Brimblecomb	1
	Cheah	150	Lacey	
	Wong	86	Vallis	1
	Kwok	150	Dowman	
13	C. Sinn	150	Grieve	
	Pong	88	Earshaw	1
56		732		6

R.A. Sgts. Mess v. Somerset-Sgt. Mess

	R.A. Spits. Mass.	150	Wisher	126
	Fisher	150	Grant	150
	Scouler	122	O'Hare	150
ts.	Medina	79	Trickey	125
18	Hill	150	Leigh	150
18	Glazebrook	147	Jakeman	150
16	Grimes	59		
16		707		

Hong Kong Police v. Garrison Sgts.

10	Hong Kong Police	v. Garrison	Serg
0	Bradsell	150	Benzeval
	Blakey	129	Hodson
On.	Bentley	142	Ashman
0	Fender	150	Ward
0	Ellis	150	Sharpe
0	Field	140	Jordan

FRIDAY

Craigengower C.C. v. St. Patrick			
Pts.	Ribeiro	150	Vas
20	Zimmern	150	F. Cruz
20	Kitchell	86	S. Cruz
16	Kew	150	Remedios
16	Reed	96	Baptista
14	Lim	68	Barros
14			
6		700	
9			

Garrison Sgts. v. Hong Kong Police

Dn.	Ashman	118	Blakey
0	Benzeval	102	Sherry
0	Hodson	150	Fender
0	Sharpe	150	No player
0	Jordan	129	Ellis
20	Ward	150	Bradsell
37			
82		799	

R.A.O.B. v. H.K. Police Res.

R.A.O.B. v. H.K. Police Res.			
Grieve	150	Mow Fung	
Oxenham	150	Wong	
Vallis	61	Kwok	
Graham	94	Pong	
Howells	108	Cheah	
Earnshaw	150	Sinn	

LEAGUE TABLE

Team	League positions up to and including	Matches played.	Wins	Win on games	September 6 are:— Drawn on games	Drawn on games	Total
St. Patrick's	15	15	12	12	3	8	43%
Police Reserves	14	11	6	6	5	0	82
H.K. Police	13	8	5	5	3	0	20
Somersets	14	8	4	4	4	0	10%
C. & P.O. Club	14	8	4	4	4	0	10%
R.A.O.B.	12	5	4	4	4	0	15%
R.E. Sgts. Mess	12	5	4	4	4	0	15%
Garrison	12	5	4	4	4	0	15%
Craigengower	12	4	4	4	4	0	10%
R.A. Sgts.	10	1	1	1	1	0	0%

FOOTBALL

League Season Opens on October 5

TWO WEEKS' FIXTURES

A meeting of the League Committee was held on Friday evening, there being present Messrs. A. W. Eastman (Chairman), G. T. May, J. Rodgers

ATHLETIC MEETING

Club de Recreio Wins Team Race

YESTERDAY'S RESULTS

Somersets in Exhibition Football Game

Yesterday was the second day of the athletic meeting held in the Colony for the first time under the auspices of the Chinese Athletic Association, and it was quite plain to all that the committee responsible for an elaborate event of this nature had not yet found their footing. The organisation and management left much to be desired, and many who had paid for their entrance left long before the finish quite disappointed.

Through this lack of management, only a few events were decided, and the exhibition football game between the C.A.A. and the Somerset Light Infantry, which was scheduled to start at 4.30 p.m., did not get under way until 6 p.m. An account of the game appears below.

The Team Race

There was only one event open to the Colony, and that was the 1,600 metres team race. It did not attract more than one outside entry. The Club de Recreio. In view of this, the C.A.A. entered two teams in order to make things interesting. But it proved to be a failure. One team dropping out after the first lap. With only two teams competing, the Portuguese lads won the race with great ease, doing the distance in 4 mins 25.2 5 secs.

THE RESULTS

Pole Jump (Final): 1. Kung Sun-kwan (Fukien); 2. Cheong Tak-wing (C.A.A.); 3. Cheung Luing-yung (Canton). Height: 2.90 metres. Flat Race 200 Metres (Final): 1. Cheung Kwan-sun (C.A.A.); 2. Lam Yuk-yung (C.A.A.); 3. Fung Kwok-wah (C.A.A.). Time: 25.1 10 secs.

Throwing the Discus (Final): 1. Ng Tin-lung (Canton); 2. Kwong Yung-ming (Canton); 3. Lum Cheung-chau (Fukien). Distance: 29.1 metres.

High Hurdle Race (Final): 1. Cheung Tak-wing (C.A.A.); 2. Ng Hing-kwong (C.A.A.); 3. Lum Cheung-chau (Fukien). Time: 15.2 5 secs.

Flat Race 800 Metres (Final): 1. Fung Kwok-wah (C.A.A.); 2. Ng Tin-lung (C.A.A.); 3. Cheung Suk-kwai (C.A.A.). Time: 23.2 5 secs.

Open Team Race, 1,600 Metres: 1. Club de Recreio. Time: 4 mins. 25.2 5 secs.

Basket Ball: Chin Woo A.A. defeated Chinese A.A. by 25 to 23 goals. The Fukien Team defeated the Yek Kuan team by 46 to 13 goals.

Valley Ball: Played between the C.A.A. team and the Canton team. The home team lost the first set, and won the two last sets. They will play in the final to-day.

FOOTBALL

Somersets Draw With The Chinese

An interesting "try out" took place yesterday evening at the new Stadium, North Point, when the

Chinese Athletic entertained the Somerset Light Infantry, and a keen struggle ended in a draw, each side finding the net once. The new Athletic Ground is ideally situated and has exceptionally good seating accommodation for a large attendance. The state of the playing pitch at present leaves a lot to be desired, the grass being far too long for accurate passing and fast falling light, with the consequence that both teams were strongly represented and lined out as follows:—

Chinese Athletic.—Chan Sek-pui; Ng Kam-chuen, Li Yuk-tat; Leung Yuk-tong, Lam Yuk-ying, Ho Chai-yun; Tao Kwan-shing, Lai Hong-chin; Wong Pak-cheung, Suen Kam-shun, and Chan Kwong-shu.

Somerset Light Infantry: Hall; Hayward, Lawrence; Harris, West, Knapp, Neil, Bewley-Bull, Rayson, Baker, and Butcher.

Referee: Mr. Ip Kai-ko.

The game started quietly, Suen initiating an attack for Athletic which was quickly repelled, while a clever movement between Neil and Bewley-Bull met a similar fate. Athletic forced a corner from which the Somerset goal had a remarkably narrow escape. Hall eventually getting the ball away in fine style after Wong Pak-cheung had struck the crossbar. The Somersets took up the running and Butcher quickly showed that he has lost none of his skill during the close season. A delightful centre from this player almost led to a score, Chan Sek-pui bringing off a remarkably good save from Bewley-Bull. The Somersets continued to monopolise the attack, and Chan was kept busy dealing with smart efforts from Rayson, Baker, and Butcher.

The Chinese forwards showed obvious signs of being in want of practice, their combination being far below their usual standard. Suen and Chan occasionally got away but their finishing was rarely dangerous, while the right wing was rendered practically harmless by the excellent defensive play of Knapp and Lawrence. The visitors were rewarded shortly before half time when Rayson headed a neat goal from a corner kick. For the remainder of the half the Somersets were continually on the attack but Chan Sek-pui successfully resisted all attempts to increase the lead.

Half time: Chinese Athletic 0; Somerset Light Infantry, 1.

Falling Light

The second half was played in a fast falling light, with the consequence that the standard of play deteriorated. Athletic twice broke away on the right, but on each occasion Knapp brought off a fine tackle when things looked dangerous. At the other end Chan brought off a fine save at close quarters from Baker and the latter had a glorious chance from the rebound, but his second effort went right across the goal mouth and was eventually cleared. Athletic had a greater share of the game from this stage. Wong Pak-cheung getting his forwards moving with some clever passes, but the Somerset defence proved very sound and Hall was not often called upon.

The last fifteen minutes of the game was fought out in semi-darkness and, following a scramble in the Somerset goal mouth, Li Hung-ching netted to bring the scores level.

The visitors struggled hard for the winning point, but the final

whistle blew without further addition to the score.

Result:—Chinese Athletic 1; Somerset Light Infantry, 1.

The football was of surprisingly good quality considering that it was the first appearance of both teams this season. The Somersets were decidedly the better side on the evening's play, and, provided their form is maintained, it seems safe to prophesy a successful season for them in the League.

Athletic seemed a trifle stale, but will doubtless greatly improve on yesterday's performance when they settle down in earnest. The game was watched by a very large crowd who were rewarded by a most enjoyable game.

TO-DAY'S GAME

To-day at 4.30 Chinese Athletic entertain a Navy team at the Stadium, North Point.

CHINESE AQUATICS

Singapore "Stars" Capture Major Honours

"Stars" from Singapore captured the major honours at North Point last night, when the second night's events in the aquatic competition were decided.

Ng Mong-qua (Wong Mau-yuen in Cantonese), the free style swimming champion of Singapore, occupied a prominent place, as did Wong Siang-heng (Wong Cheung-hing in Cantonese), the back stroke champion.

The contests were decided in an improved "pool" off the Chinese Athletic Association's bathing pavilion, resulting:—

50 metres free style (semi-finals): Wong Mau-yuen (Singapore) 29 seconds; Leung Shiu-man (Chinese Bathing Club); Wong Li-kwong (Chinese Athletic Association); Li Tsun-ye (Singapore) 31.1/5 seconds. Kwok Fung-sun (Chinese Athletic Association); Li Tai (Canton Chin Woo Athletic Association).

200 metres breast stroke (semi-finals): The following received a walk-over into the final: Leung Wing-sik (Canton C.W.A.A.); Cheung Sau-shan (Singapore); Lo Chee-hing (C.A.A.); Chiu Tak-wing (C.A.A.); Lung Wing-huen (Canton C.W.A.A.); Cheng Hin-tze (C.A.A.).

100 metres free style (final): Wong Mau-yuen (Singapore) 66 secs.; Leung Shiu-man (C.B.C.) 69.1/5 secs.; Li Tsun-ye (Singapore) 73.1/5 secs.

100 metres back stroke (heats): The following received a walk-over: Yeung Yuen-wah (Canton C.W.A.A.); Wong Cheung-hing (Singapore); Leung Shiu-man (C.B.C.); Chung Sau-hat (Singapore).

200 metres free style (final): Wong Mau-yuen (Singapore) 2 mins. 38 secs.; Chan Fung-sing (Singapore) 2:41 3/5; Cheung Sau-shan (Singapore) 2:47.

200 metres free style team race (four in each swim, each 50 two lengths of 25 metres):—Singapore 2 mins. 21/5 secs.; Chinese Bathing Club 2:12 3/5; Chinese Athletic Association 2:20. Six entries.

Water Polo:—After leading by seven goals to nil the first half, Singapore relaxed and the Hong Kong Fukienese (T.S.A.) improved, the final score being 9-1 in favour of the visitors, who meet in the final Chinese Athletic Association, the latter having defeated Canton Chin Woo Athletic Association 9-0.

The final of the 1,500 metres free style (for Chinese) down for to-night has been postponed. Tickets will be obtainable to-day at the football stand in the North Point stadium. Booking on Monday will be at Messrs Moutrie's.

To-morrow night there are nine open events, for which entries have been received from the Victoria Recreation Club, Kowloon, etc. There is also one event for ladies.

THE TROPHIES

The trophies, which are on show at The Sun Company, are donated by the proprietor of the famous "Tiger" patent medicines.

They are all of massive silverware, and the array of beautiful and costly prizes occupy the whole of the front show window of the Sun Company. They baffle description. There are two huge silver shields, with raised figures, and there are large silver figures of men playing football, tennis, volleyball and cricket. Massive silver foot-balls, tennis balls and cricket balls, together with numerous cups and medals, go to make up the complete list.

THIRD DAY—SUNDAY

Finals

Track, Field and Football Competition

10.00 a.m. Flat Race, 100 metres.

10.15 " Throwing the Discus.

10.30 " Flat Race, 400 metres.

11.00 " Basket Ball.

11.00 " Long Jump.

11.00 " Hong Kong St. John Ambulance Display.

11.45 " Throwing the Javelin (5 events).

Noon Low Hurdle.

12.15 p.m. Flat Race, 200 metres.

1.00-2.00 Interval.

Chinese Boxing Exhibition (S.C.A.A.).

2.00 p.m. Lion Exhibition (N.M.A.).

2.00 p.m. 1,000 metres Team Race.

2.15 " Throwing the Discus.

2.30 " Hop and Step Jump.

2.40 " Flat Race, 1,500 metres.

2.45 " 800 m. Team Race (Open).

3.00 " Flat Race, 10,000 m.

3.20 " Volley Ball.

3.40 " Football Exhibition (C.A.A. vs. Navy).

(Continued at foot of next column.)

CRICKET CHANGES

Army XI To Compete In League

TWO DIVISIONS

At the 23rd annual meeting of the Hong Kong Cricket League, held in the Sanitary Board room on Friday and attended by representatives from cricket clubs of the Colony, it was arranged that the two divisions will be constituted this year as follows:—

Division I.

Hong Kong C.C., University, Kowloon C.C., Indian Recreation Club, Royal Navy, Chinese Recreation Club, Craigower C.C., Civil Service C.C., the Army—nine entries.

Division II.

Hong Kong C.C. 2nd XI, Indian R.C. 2nd XI, Royal Engineers & Royal Corps of Signals, Civil Service C.C. 2nd XI, Royal Army Service Corps, Kowloon C.C. 2nd XI, Club de Recreio, University 2nd XI, Craigower C.C. 2nd XI, Police Recreation Club, Royal Army Ordnance Corps, Royal Artillery—twelve entries.

The motion for two divisions was moved by the Chairman, Mr. H. R. Hancock, who was re-elected President. The Hong Kong C.C. 2nd XI, it was announced, wished to remain in Division II, although champions last season in that division. The entry of an Army XI is a change, to make room for which the Gunners move down into Division II, from Division I. Another change is that there will be no Royal Navy 2nd XI in the League this season. Hong Kong Electric Recreation Club are likely to be absent from Division II, owing to a ground difficulty.

Army's Difficulties

Lieut. Maxwell, speaking for the Army, pointed out that the Army, when camps, etc., prevail, will have difficulty in adhering to a 1st XI, hence a large number may be called upon at various stages, leaving few for the units competing in Division II. He asked that rules might be made to overcome this difficulty. After discussion, it was decided to leave selection to the discretion of the military representatives. Mr. Hancock said that the feeling of the meeting was known and advantage would not be taken of obstacles in the way of players in the Army.

When Mr. Hancock reviewed the report and accounts, he mentioned the credit balance of \$891. Lieut. Maxwell inquired if the balance was being conserved for any special purpose. On Mr. Hancock replying in the negative, Lieut. Maxwell asked if the subscription might be reduced. The Chairman expressed favourable opinion of the suggestion but ruled that it should be brought up later at the meeting. There was no further reference to the matter.

Mr. W. Brace (Kowloon C.C.) was elected Vice-President. Mr. W. C. Hung (Chinese R.C.) was elected Honorary Secretary.

Representative Fixtures

The following representative and semi-representative fixtures were approved for the season:—

Combined League v. Combined Schools, 11 a.m., Sunday, October 27, 1929, C.S.C.C. ground.

Combined League v. H.K. Volunteers, 11.15 a.m., Sunday, December 22, 1929, Recreio ground.

Combined League v. University Past and Present, 2 p.m., January 12, 1930, Varsity ground.

Combined League v. United Services, 11 a.m., Sunday, January 26, 1930, C.R.C. ground.

Combined League v. K.C.C., 11 a.m., Sunday, February 16, 1930, at K.C.C. ground.

Winners of League Division I, v. the Rest, 2 p.m., April 5, 1930, winners' ground.

Winners of League Division II, v. the Rest, 2 p.m., April 5, 1930, winners' ground.

Interpret XI v. The Rest.

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Swimming & Water Polo Competition (Finals)

8.00 p.m. Free Style, 50 m.

15 " Breast Stroke, 200 m.

25 " Free Style, 100 metres.

35 " 400 metres Free Style.

50 " Back Stroke, 100 m.

1.00 " Ladies' Free Style, 100 m.

1.30 " Team Race, 200 m. (Open).

1.45 " Long Distance, 1,500 m.

10.00 " Water Polo.

FOURTH DAY (MONDAY)

Open Swimming Meet

9 Events:—

1. 50 m. Free Style.

2. 100 m. Fancy Style.

3. 200 m. Free Style.

4. 200 m. Breast Stroke.

5. 100 m. Back Stroke.

6. 300 m. Team Race.

7. 800 m. Free Style.

8. Ladies' 100 m. Breast Stroke.

9. Water Polo.

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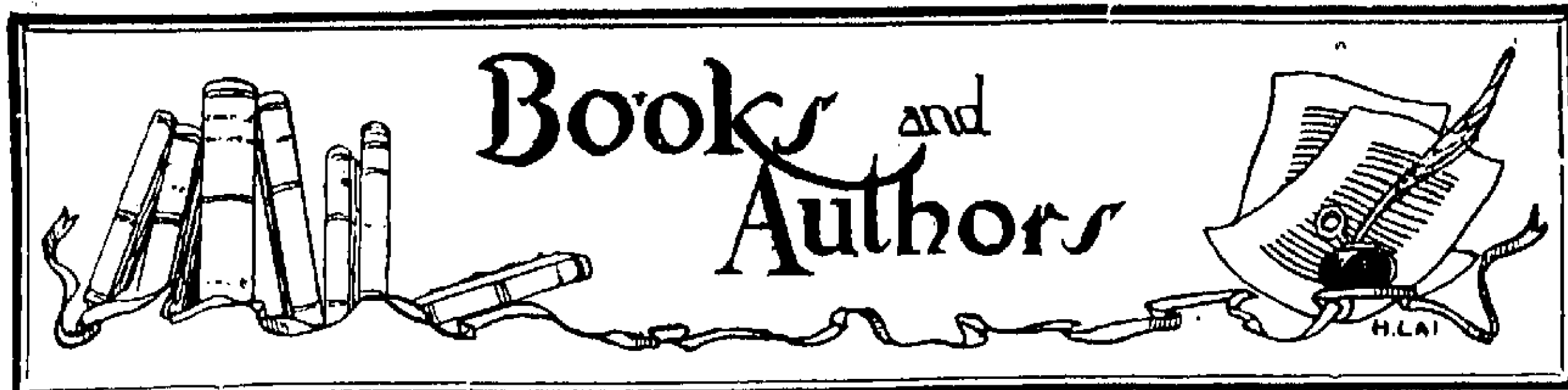


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"HERALD" REVIEWS

Latest From The Publishers

["The Piccadilly Ghost," by Eric Spencer, Hodder and Stoughton 7/6.]

To be the heir to a large fortune and then to find it was non-existent would break most men but this did not occur to Stephen Malloves. He obtained a post as reporter on the staff of the "Daily Cry" with every intention of making a success of it. He did, and how he made his name is written in this pre-ent volume in such a manner as to make most pleasant and at the same time thrilling reading.

"The Piccadilly Ghost" is proved by Stephen, helped by his own luck, to be a person the police have been after for years.

["The Exquisite Lady," by Gerard Fairbridge, Hodder and Stoughton, 7/6.]

Ian Murray, having spent two long years travelling round the world, arrives at Southampton and spends his first evening at a small village, Bittern, where he hears news of a person professing to be the Exquisite Lady.

He arrives in London, visits his bank and finds his account overdrawn as a result of his journey. He reads a letter addressed to Mr. Murray which refers to the professor and contains information concerning a scientific secret. The next news is that the professor has been murdered and then Ian Murray's adventures begin.

He certainly does have adventures which are well worth reading and make an excellent book.

AUSTRIA AND THE WAR

["Settlements For Austria," by Friedrich F. G. Kleinwachter, George Allen & Unwin Ltd., price 3/6.]

It is rather late in the day to criticise the reconstruction of Europe as laid down by the Allied Powers in the Treaty of St. Germain, signed at the conclusion of hostilities in 1918. Yet this is what Herr Kleinwachter sets out to do, and very successfully, let it be said in his book. In the first place, his outlook is biased

by very bitter and unjust feelings against the Entente, to which he imputes the meanest of motives and cruel betrayals of trust.

His whole case rests upon the extravagant belief that Austria was the most important enemy Power of the European conflict, and suffered "the entire burden of the last war," which is, of course, an assertion that cannot be substantiated.

He begins by quoting President Wilson's declaration to Congress in January, 1918, in which the President said that the United States entered the War "because violations of right had occurred. What we demand is that the world be made safe for every peace-loving nation... the principle of justice to all peoples and nationalities, and their right to live on equal terms of liberty and safety, whether they be strong or weak. Self-determination is an imperative principle which statesmen will henceforth ignore at their peril."

These principles, states Herr Kleinwachter, were accepted by the people of the United States, as representing its official attitude, and these principles were also accepted by the Austro-Hungarian Monarchy. This is an altogether remarkable and naive interpretation of President Wilson's address. Does Herr Kleinwachter honestly believe that when Wilson spoke of "violations of right" he was referring to violations against Austria? Was not the marching of the German army across Belgium rather in his mind?

War Guilt

The question of war guilt is one that will always have different aspects, but Herr Kleinwachter surely takes a great deal for granted when he asserts that the victors "overlooked the fact that the assertion of the guilt of the German people for the War, which furnished the moral justification for the merciless conditions of peace, cannot be maintained for all eternity. The historians of all nations already know that that assertion was a lie, and the people themselves will soon know it." It is no justification, surely, to say that "the hatred against everything German required that, among all the Austrian nationalities, the Germans should be chosen to bear the responsibility for the War," or to declare that "no consideration was given to the fact that only one of the five members of the

Ministerial Council that issued the ultimatum to Serbia and then declared war was a German."

"A Cruel Betrayal"

The author's case is that President Wilson's declaration, spoken in the names of the Allies was also binding on all the Entente Powers; that when Austria-Hungary accepted these conditions there came into existence between the two belligerents an agreement which was naturally binding on both parties; that, relying on this agreement, Austria-Hungary laid down her arms. He recalls the dissolution of the Austro-Hungarian Monarchy in 1918, and the declaration by the "Austrian Germans" of a new, independent State, the "German-Austrian Republic," by whose law "German Austria was made a constituent part of the German Republic."

Then, because under Article 88 of the Treaty of St. Germain, it was provided that "the independence of Austria is inadmissible otherwise than with the consent of the Council of the League of Nations," President Wilson's trust, says the author, was most cruelly betrayed, and the Treaty was a "mockery of the proclaimed right of self-determination." The purpose of the Article, he alleges, was to render impossible the union with the German Reich upon which German Austria had resolved, and "it is typical of the victors' insincerity that they did not dare forbid the Union of German Austria with Germany in so many words, but rather veiled the prohibition with the pretence of maintaining Austria's independence."

Chronicle of Self-Pity

Herr Kleinwachter's book is a chronicle of self-pity and is certainly not based upon the true facts. He is clearly no historian, but an emotional activist, whose one aim is to see Austria united with Germany, since she cannot, he declares, exist permanently as an independent State, and requires to be associated with a large economic area.

We have no indication whether Herr Kleinwachter's attitude is representative of his country or whether the majority of Austrians themselves favour a political and economic union with Germany. Even supposing it were so, is Germany herself to have no voice in the matter? Union with Germany might be beneficial to Austria, but would it be so to Germany? At any rate it is significant that no appeal in the matter has been made to the League of Nations by these two countries.

the land, excellent hotels provide the very highest type of service. Both the Canadian National Railways and the Canadian Pacific maintain hotel services in every large city.

Here, then, is a land right up-to-date, progressing rapidly, yet still maintaining the ideals of democracy and freedom as in pioneer days, where shams and snobbery find no resting place and where "a man's a man for a' that and a' that." Many an old Hong Kong-ite, many an old China Hand are living in contentment in Canada to-day. Hundreds of ex-British Navy and Army officers are comfortable settled there, living happily in their overalls working their own farm or ranch.

Now we are going to have a little evidence from Britons who have written to the Colonisation Department of the Canadian National Railways speaking of their satisfaction with their lot in the land of their adoption.

A Boy's Letter Home

Harry Hayman, of 121, Lower Kensington Lane, London, England, has become settled with Mr. Gordon Davies at Staynor, Ont., and writes home to his mother as follows:

"Well, I am all settled in my new home, and believe me, it's home from home. The people I am staying with are ever so nice. The farm is about 125 acres, 100 hens, six horses, four cows, 10 pigs and sundry other live things. You can bet that I am in my glory. I am enclosing a photo of myself and two chums that I met on the boat. They are staying quite near me, by the way, and I can always ring them up and arrange to see them any time, because all these farms are on the phone. "All the talk about getting up at five o'clock is bunk. I'll tell you the usual daily proceedings. Rise at 6.30, do the chores, that is, cleaning the stable, etc. Come in to breakfast at eight, then work in the fields perhaps, or do farm work till one o'clock. Have lunch, commence work again about two or just after, and then pick up for dinner at six. After that you just feed the stock and then about seven you are free for the evening to fish or go down to the village or anything you like. The work isn't at all hard, it's simply like living at home with a great big garden, and Mr. Davies

instead of being my boss is more like a big brother—I always thought I would like Canada, but never thought I would like it like I do. When I am swinging the axe or galloping across the field on my favourite horse, I think of the poor blighters awaiting in an office and smile sweetly to myself. I shall get a third of my wages for pocket money and the rest is to be banked for me."

A Satisfied Briton

Mr. R. F. H. Duncan, formerly a Captain in the Royal Field Artillery, has become located as a farm hand on a farm at Sunnybrook, Alta. He hopes to purchase a farm of his own as soon as he has gained practical experience. He writes to officials of the C.N.R. Colonisation Department at Winnipeg, as follows: "Just a line to tell you that I have chanced on a fine billet with a man and his good wife here. They are thoroughly good folk and are doing their utmost to make me feel at home. I have ample work to keep me out of mischief, but the food is good and plentiful and my bunk house fine. Three cows to milk in the morning and five at night, twelve horses to run in and feed and an outfit of six to be harnessed. Have been discing but am now ploughing with a gang of blighters for about seven hours a day. Then finish the horses by feeding and turning out for the night. Cattle to be rounded up twice a day from a good distance. So I get a good assortment of farming experience."

C.N.R. Course Helped Him

Samuel Lewis Adams is a Briton settled by the land settlement branch of the Canadian government at Lonsana, Alta. He writes to officials of that branch, thanking them for farm bulletins sent. He refers to the fact that he took the Canadian National Railways correspondence course in agriculture before leaving the old land, and this has proved a great help to him. He says further:

"May I say how delighted we are both with our farm and tiny house, and how much we want to be allowed to stay here and plan our future garden, what land to clear of brush, how to add to the house to make it still more pretty and how to arrange for our stock, barns, etc. We feel sure that with the assistance of your officials we can overcome each and every obstacle. We are here to better ourselves under the name of Britons. We are all very happy here, we like the life and as we are both very keen on all branches of farming, I see no difficulty in our not being able to make a great success of it on this quarter, and a home to be proud of in every way."

My Own Canadian Home

Though other skies may be as bright and other lands as fair, Though charms of other climes invite My wandering footsteps there, Yet there is one, the peer of all, Beneath bright heaven's dome; Of thee I sing, O happy land, My own Canadian home.

Thy lakes and rivers as the voice Of many waters raise To Him who planned their vast extent.

A symphony of praise; Thy mountain peaks o'erlook the clouds,

They pierce the azure skies, They bid thy sons be strong and true. To great achievements rise.

And doubt not should a foe's hand Be armed to strike at thee, The trumpet call throughout the land Need scarce repeated be, As bravely as on Queenston Heights Or as on Lundy's Lane, Thy sons would battle for thy rights And freedom's cause maintain.

Should kindly heaven afford to me The choice where I would dwell, Fair Canada that choice would be. The land I love so well, I love thy hills and valleys wide, Thy water's flash and foam; May God in love over thee preside, My own Canadian home.

LACQUER WARE

Cassum Ahmed's Show of Foochow Work

Admirers of lacquer ware will be interested to learn that the Drapery Emporium at 68, Nathan Road, Kowloon (the premises of Messrs. Cassum Ahmed), is exhibiting red and black lacquer ware in their window.

The lacquer ware has been exported to the Drapery Emporium from Foochow, and is brought here by the Douglas Steamship Co.'s vessels. They also transship it to Singapore and Penang, where they have business agents. The ware was shipped the Colony a week ago. Made in Foochow, the lacquer exhibits are exceptionally good, and include dragon-designs in red and black trays, vases, envelope racks, and ash trays, etc. The designs and shapes are very attractive.

The vases are made from grass-cloth, and are surprisingly light. Two handsome red and black pairs are priced at \$6 a pair. There are oval and square trays in red, in five sizes, to make a set, and are sold at \$3.50, which is a very reasonable price.

A dignified-looking Buddha, made of brown and blue lacquer, is priced at \$6. The letter cases and envelope keeps are priced at \$1.75 each.

NEW DEACONS

The "Sunday Herald" is authorized by the Bishop of Victoria to state that Mr. Sham Hon-san is to be made Deacon to-day, on behalf of the Bishop of the Philippine Islands; and that Mr. Chun Yan-lap is to be made Deacon to-day for work in this Diocese.

TO-DAY'S RADIO

Broadcast By Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

1.48 p.m.—Weather Report.
5.56 p.m.—Evening Service relayed from Union Church, Kennedy-road.

Prayer.
Lord's Prayer.
Hymn: "Jesus Lover of my Soul."
Lesson.
Offertory and Voluntary.

Silent Prayer.
Hymn: "Holy Father in Thy Mercy."
Address: Rev. F. C. Young.
Hymn: "Abide With Me."
Benediction.

Organ Recital as announced.
7.48 p.m.—Evening Weather Report.

9 p.m.—Evening Programme (Columbia Records supplied through the courtesy of Anderson Music Co., Ltd.).

"The Shepherd," Folk Song.
"The Hebrew in the Synagogue," Tenor.
"Cantor Mordechai Hershtman."

"Hungarian Rhapsody No. 8" (Liszt), Piano Solo.
Ethel Leginska.

"Siegfried" (Wagner), Grand Fantasy.
Band of the Garde Republicaine.
"Norwegian Rhapsody" (Lalo).
Orchestra, Symphonique (of Paris).

"O! Had I Jubal's Lyre."
"Angels Ever Bright and Fair," Soprano.
"Le Coq D'Or," Russian Dance.
The B.C.C.'s Wireless Symphony Orch.

"Radetzky March" (Strauss).
"Feuerfest" (J. Strauss).
Johann Strauss and Symphony Orchestra.

"Toccata" (Gigout).
"Toccata" (Boellmann), Organ Solo.
Edouard Commette.
"By the Blue Hawaiian Waters," "Jungle Dreams" (Ketelbey).

The Band of H.M. Grenadier Guards.
10.30 p.m.—Close Down.

PARSEE NEW YEAR

Direct Descendants of Ancient Persians

ONCE MIGHTY NATION

To-day the followers of Zoroaster will celebrate the advent of their political New Year of 1299, of the era of Yazdegerd, the last of the Sassanian Dynasty. The Parsees, who number about 100,000 scattered all over the world, are the direct descendants of the ancient Persians, and the remnants of a once mighty nation. There were five dynasties in all viz: The Pishadian, Kyanian, Hakhamanian, Ashkanian and Sassanian. Kayomart was the earliest King. The Iranians were the first among Indo-Europeans to lay hold of a purely monotheistic creed, and "Good thoughts, good words and good deeds" constituted the whole ethical code of the Parsees. The exact era of the period when Zoroaster lived and preached his religion is somewhat shrouded in the mist of obscurity, but the dates given by Pliny, Aristotle and others go back to more than 6,000 B.C. He was a contemporary of King Gushtasp.

"Leviticus of the Parsees" Another proof of the high antiquity which must be assigned to the age of Zoroaster or Zarathustra ("He of the Golden Light"), is derived from the circumstance that he is stated in the Avesta to have been born in the aboriginal home of the Aryans. Reference is also made to the historical fact that in the time of Zoroaster the ancestors of the Indo-Germanic races, the Aryans, began to spread over God's world. The earliest migration took place in prehistoric times, under King Jamshed, and the account of this exodus is given in one of the most ancient books, the Vendidad, which may be called "the Leviticus of the Parsees."

The Persians were the first

Aryans to achieve a great world Empire within historic times. With them the Aryan race became dominant in the Western world, and it has so continued to the present time. Even the Bible bears testimony to its grandeur when it speaks of Ahasuerus "which reigneth from India even unto Ethiopia over a hundred and seven and twenty Provinces." Zoroastrianism

was the State religion of Cyrus, Darius and Xerxes. Doctrines of the highest significance were first learned by the Hebrews in contact with Zoroastrians under the Achaemenidae. From them they learned the power of Satan, the spirituality of monotheism, the doctrine of the resurrection of the body, and the order and character of the celestial hierarchy.

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SATISFIED SETTLERS IN CANADA

[By Ralph A. Cooper]

Settlers in Canada! Twenty years ago it would have made you shiver even to hear of the word, to speak of settling in Canada, the then almost unknown "Land of the Snows," but how very different is the outlook upon Canada to-day. Apart from her great commercial, farming, ranching and mining possibilities, Canada is more and more becoming the "World's Greatest Playground" and attracts hundreds of thousands of tourists to her shores every year.

With a climate unexcelled for sunbathing and bracing air, dry, snappy, cold in winter and hot dry summer, sports a-plenty whether in winter time or summer, Canada tops the list in the opinion of many thousands of those who have visited her. Fifty Switzerland in one is a conservative idea of the great Rocky Mountains, big game and fishing galore, tall timbers, great flat prairies, forests, lakes and rivers and withal a splendid spirit of enthusiasm, of courage, of faith in a future coupled with a hospitality that is universal throughout the length and breadth of the land—This is Canada!

To make the cross Canada trip to Britain merely as a time saving journey does not do full justice to the country. One, no doubt, will get a good general idea of the vastness of the country, the splendid up-to-date railway and hotel service unexcelled anywhere in the world, but one needs to stop over a while to really imbibe the spirit that pervades the Land of the Maple.

A stop over at Vancouver, that marvellous city that resembles San Francisco in her great shipping trade, modern hotel, splendid parks and excellently laid out streets; at Jasper Park for a game of golf and a few days' rest at the Canadian National Railway hotel there midst

the gigantic Rocky Mountains with perhaps a day or two's big game hunting where the mountain lion, the Rocky Mountain bear, the Rocky Mountain sheep and goat are to be found; then on to Calgary or Edmonton, where the air is so bracing, and where one may see the real "Wild West" in as far as the "Red Coats" (Royal North West Mounted Police) and Cowpunchers just like they came out of a Tom Mix film are concerned.

On again to Regina and then to Winnipeg where the streets are about five times the width of our Queen's Road, and are lighted with many coloured lights every night, all across the streets making the entire aspect like a veritable fairyland, with great electric flashing signs, splendid music halls, theatres, talkies, cabarets, and all the other amusements that go to make up the life of a great city. And just about fifty-five years ago, Winnipeg was but a fort with few white inhabitants, and Indians and buffaloes roamed the plains undisturbed.

On, on, through the beautiful lakes, rivers and forests of Ontario and then to Quebec—just like a piece of old world France dropped down into Canada, where the French language predominates in business, street names, street signs and in the general conversation. Montreal, that vast city which has been called the Paris of Canada will remain long in the memory of the visitor. It offers everything that can be found in Paris itself. Then comes Quebec, ever famous in history and always coupled with General Wolfe, the Heights, where Wolfe's men steadily & courageously climbed to meet the French and the Plains of Abraham where the General gave up his life. In every city throughout

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ONLY TWO MORE DAYS.

If you are wise—PRACTICE ECONOMY

If you are smart—SEIZE THE OPPORTUNITY

If you are fashionable—It will be very expedient to inspect our store where we have large varieties of beautiful silks to choose from.

See our new designed print effects in a splendid variety.

DO NOT MISS THIS OPPORTUNITY CALL AT ONCE.

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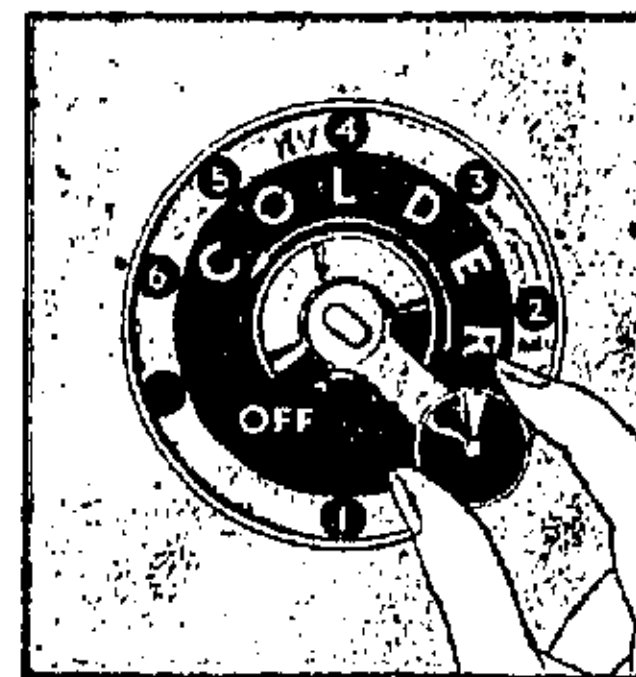
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We are clearing all our surplus stock

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DIAMONDS, WATCHES, JEWELLERY

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FANCY GOODS,
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The Ideal Tonic for All run-down Conditions

Whenever you feel run-down and depressed you can't do better than to take a regular course of Hall's Wine.

Prepared according to the formula of an eminent doctor and recommended by medical men everywhere, this genuine medicated wine is the supreme tonic for restoring vitality. Hall's Wine enriches the blood, feeds the nerves and gives tone to the entire system, lifting you with an abundance of healthy energy, safeguarding you against troublesome coughs and colds and building up a lasting reserve of strength. Start a course today.

Hall's Wine

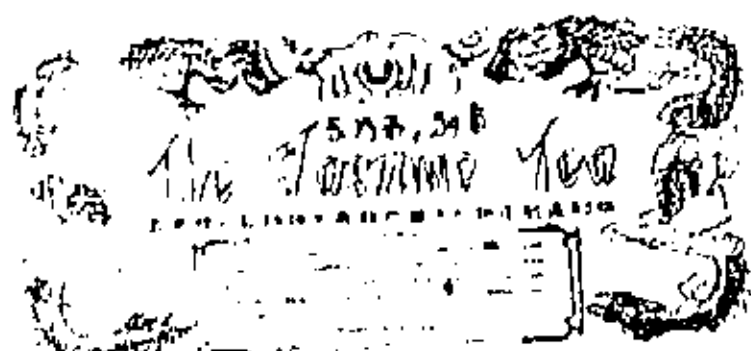
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ONCE TRIED — ALWAYS LIKED.



Ice or hot, it gives the same delicious and fragrant JASMINE flavour.

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In KLIM the casein breaks up into fine flakes instead of curds. The butterfat globules also are smaller and to a considerable extent they render KLIM more digestible. The butterfat, or cream, does not rise, which means that KLIM is full cream to the last drop.

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Things We'd Like to Know
Why spitting is openly allowed in some Kowloon buses?

Who is to select the lawn bowls team to play Shanghai?

Why it should take more than eleven days to repair the clock at the Kowloon Railway Station?

Why the Station clock and the Ferry clocks nearly always go out of commission at the same time?

Why non-smoking Chinese women with children and infants are so fond of sitting in the smoking saloons in the Ferries?

Why individual members of the public are expected to carry a Government telephone in their pocket when they wish to ring up a Government servant on an important business?

When a properly audited balance sheet will be published of the Water Control Office's intrusions?

If the Public Works Department is keeping close observation of all retaining walls in view of the recent heavy rains?

An announcement in the columns reminds us of the sad death just three years ago of Dr. J. C. Dalmahoy Allan.

In this column on September 12, 1926, the following tribute was paid by a correspondent: "A man of sterling qualities and untiring energies in the person of Dr. J. C. Allan has passed away. Such a man could ill be spared. His illness was long and full of suffering, and those who knew him could appreciate how he would have wanted to be up and doing instead of being waited upon. When he was a resident of Kowloon many were thankful to have such a man at hand. It mattered not the time of day or night, when called he was always ready, bringing with him a pleasant smile, even when palpably tired out himself. In Kowloon he will ever be remembered with grateful affection."

The foreign paragon of a map brings to mind a plea made in this paper some years ago for a small-scale map of Kowloon to be affixed to the interior of the buses (and now

taxi) there. On the map could be marked the principal places (such as the Hospital and Clubs, not to mention Police Stations) that could be readily identified by bus or taxi patrons. What do they know of Kowloon who only Kowloon know from their own door to the Star Ferry and back again? And even visitors from the great city of Victoria, the capital of Hong Kong, would find a little map very useful not to mention the more humbler visitors from the nations overseas.

The great crowds of Neighbours who frequented the Roosters Theatre during the week were obviously "taken" with the performing Roosters. They were certainly something to crow over. But there are other roosters, and other fowls in the Colony of which most folk are not so enamoured. These are the fowls your neighbour has in the tiny patch of ground called a back yard to a block of flats. Fowl houses and fowl runs are common, particularly amongst Chinese tenants, but these surely cannot be regarded by the sanitary authorities as healthy within such close proximity to dwelling houses! And there is the noise they make at daybreak or when the tide is high. The street noises appear to just die out during the night and then Mr. Rooster and his family elect to chime in with their chorus. Somehow it doesn't seem right!

A French laddie whose forbears must have been in Hong Kong or China years ago writes to the Sydney "Sun": "My grandfather has a Chinese junk which is made of ivory. It is about a foot long and 9 inches high, and stands in a glass case. A friend of my grandfather's, having to go to America, and finding it too frail to ship, gave it to him. As far as we know, it is 120 years old. It is hand-carved, and I often wonder how anyone could make designs so beautiful and delicate. At its end there is a kind of projecting platform, upon which are seated four miniature Chinese, around a table. On the table is fruit, little

Arctic Mosquitoes many people in Taipei to read about the inhabitants of Iceland being troubled with mosquitoes. The presence of this pest puzzled scientists for a long while, until it was discovered that they reached Iceland in some coconuts belonging to a travelling circus. At first the mosquitoes suffered considerable hardship, and many of them sunk into the snow and died of pneumonia. The survivors, however, with marvellous sagacity soon learned how to make snowshoes, and it is now no uncommon thing to find the aurora borealis covered with mosquito bites. There is, however, a movement on foot to repatriate the Arctic mosquitoes (but not to Taipei). This is only right, for even to-day many of them suffer agonies when their stings get frost-bitten.

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A French laddie whose forbears must have been in Hong Kong or China years ago writes to the Sydney "Sun": "My grandfather has a Chinese junk which is made of ivory. It is about a foot long and 9 inches high, and stands in a glass case. A friend of my grandfather's, having to go to America, and finding it too frail to ship, gave it to him. As far as we know, it is 120 years old. It is hand-carved, and I often wonder how anyone could make designs so beautiful and delicate. At its end there is a kind of projecting platform, upon which are seated four miniature Chinese, around a table. On the table is fruit, little

Arctic Mosquitoes many people in Taipei to read about the inhabitants of Iceland being troubled with mosquitoes. The presence of this pest puzzled scientists for a long while, until it was discovered that they reached Iceland in some coconuts belonging to a travelling circus. At first the mosquitoes suffered considerable hardship, and many of them sunk into the snow and died of pneumonia. The survivors, however, with marvellous sagacity soon learned how to make snowshoes, and it is now no uncommon thing to find the aurora borealis covered with mosquito bites. There is, however, a movement on foot to repatriate the Arctic mosquitoes (but not to Taipei). This is only right, for even to-day many of them suffer agonies when their stings get frost-bitten.

A Map of graph brings to mind a plea made in this paper some years ago for a small-scale map of Kowloon to be affixed to the interior of the buses (and now

taxi) there. On the map could be marked the principal places (such as the Hospital and Clubs, not to mention Police Stations) that could be readily identified by bus or taxi patrons. What do they know of Kowloon who only Kowloon know from their own door to the Star Ferry and back again? And even visitors from the great city of Victoria, the capital of Hong Kong, would find a little map very useful not to mention the more humbler visitors from the nations overseas.

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SUNDAY SALLIES.

Some one is again advertising "community plate."—Our office boy is worrying us for his share of it.

Thanks to the presence of Torca's Roosters the eggs in the local market were very much fresher during the week.

It could never, never have been a Kowloon landlady who said that some folk are so fond of an argument that they cannot even eat anything that agrees with them.

"Signs of the times."—Carpenters at work fixing them up against the next tail of the next typhoon.

There's nothing to worry about in the Budget.—The Government is sure to find ways and means of spending every blessed cent and coming back for more.

The local branch of the Men's Dress Reform is inviting the Acting First Magistrate to pose for his picture for the initial number of their new magazine.

If Malaya accepts Hong Kong's cricket challenge she is likely, judging by her experience last time, to stipulate neutral ground — somewhere near the North Pole.

The dentists will soon be coming into their own — the season for drawing stumps is approaching.

A local advt. common a few years ago was "Make gas your willing servant."—Alas, look at the columns of speeches at Thursday's Council meeting, and threats of still more to come.

Variation of a local advertisement: "Don't argue! Bring home the bacon!"

It is suggested that public cars in Chater Road and Pedder Street should be equipped with self stoppers — and insurance policies.

What about a high land gathering on the Peak during the Summer?

The best stopping place for some Kowloon buses would be the dust bin.

With a slight easing up of the rain makers some of the Kowloon flappers have been able to show their usual form on the Ferries.

The Police may be doing their little best to regulate cars and other vehicles but the verbal traffic still remains with us.

In spite of the millions of dollars talked about in the Budget most of us will remain in low waters for some considerable time to come.

Owing to the recent heavy rains the roads of the Colony are poorer than ever taking them as a hole.

Near a road under repair in Nathan Road is a red board with the one word "Danger."—Danger, presumably, that the work might be done too soon?

"Furnished to let, suit bachelors, very cool."—Some bachelors are walking refrigerators.

A newcomer to the Colony says his first impression is that it's all "Banks" and braes.

The sea was again choppy on Thursday — not so the chops brought from the market by the cook.

The latest official sneer is that "all the newspapers are trying to pull the Government's leg, but we never reply."—Who has resurrected the Stubbsian echo?

There are a lot of far-sighted folk among the house builders in Kowloon.

Why not ask the Boy Scouts to fill some of the vacancies in the K.O.S.B.?

What a blessing the Legislative Council members do not use the sweet flowing language of the baseball writers.

As soon as the lawn bowlers stop "lying" the anglers hope to come into their own.

It doesn't matter how hard a pretty typist tries to please, her taiwan is always dictating to her.

Tenders are invited for the supply of Cissy shirts to all Government employees—to be met out of savings on shorts.

Hint to motorists: Always anticipate pedestrians.

Hint to pedestrians: Always anticipate motorists.

Nobody denies the rite of way to a bride.

Now is the time when school boys resume learning "Twas on a cool September morn."—Only to be told in the next breath about the high humidity.

Notts and Lancashire remain at the top of the county cricket championship.—And likewise Worcester and Glamorgan at the bottom.

Talking about the Cantonese classes to be resumed at the University some folk think it is an asset to be able to speak several languages here, but the Chinese domestics think it priceless to keep their mouth shut in only one.

"A penalty kick was gloriously saved by B—, who placed the ball behind for a fortnight." Seems an excuse for a Brighter Football movement. What sayeth the Hong Kong Football Association?

"For sale.—Two seater in perfect running order and condition, practically new tyres. Can easily be made into portable lorry.—We do dislike the idea of a lorry that has to be carried, especially along Castle Peak Road.

From a cricket report: "The bowlers were batting magnificently to clinch the sensational advantage." In first-class cricket, of course, the bowlers are usually left in the cloak room.

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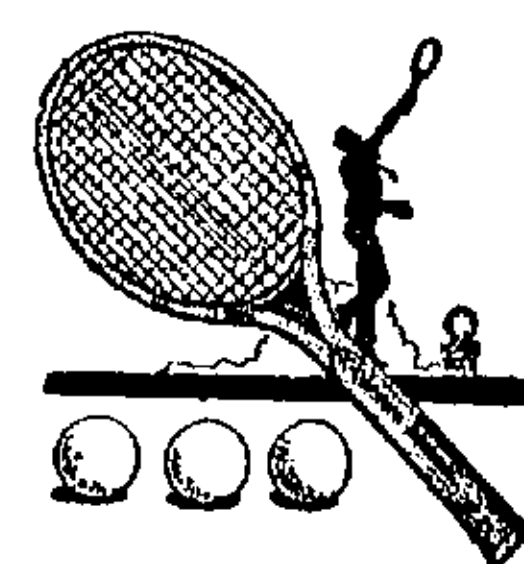
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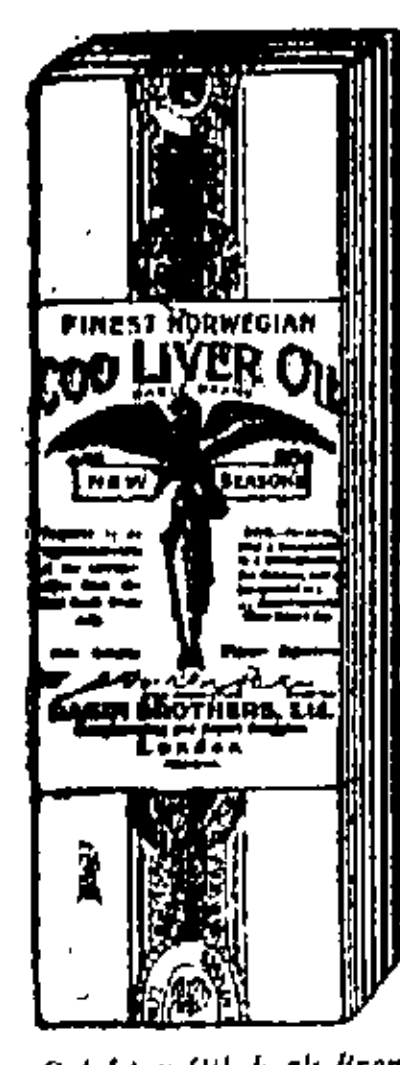
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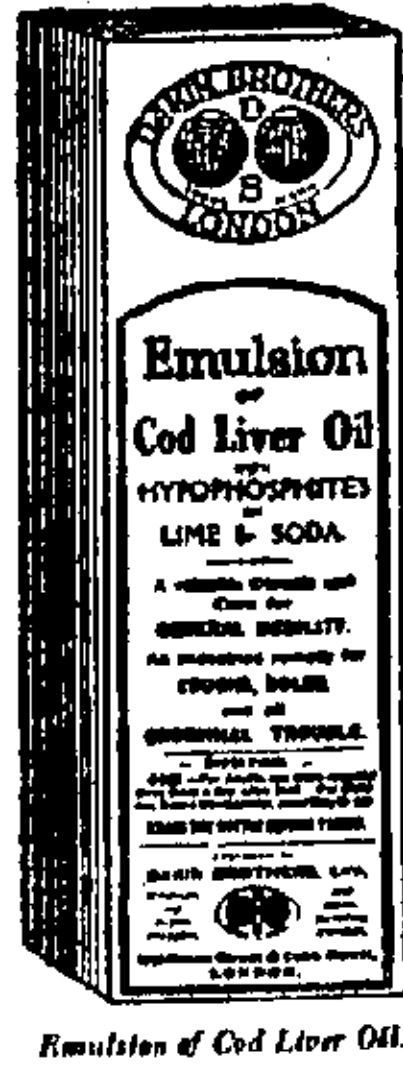
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- The Early Ceramic Wares of China, by A. L. Hetherington \$8.75
A popular abridgement of the authoritative work.
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An excellent introduction for beginners.
- Sketch of Chinese Arts and Crafts \$4.50
A general introductory survey.
- Pottery and Porcelain of the Far East \$12.60
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- Chinese Porcelain: Periods of K'ang Hsi, Yung Cheng, and Ch'ien Lung \$3.50
A British Museum Publication.
- Chinese Art, by S. H. Bassett 2 vols. each \$3.15
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- Coloured Postcards each set \$1.75
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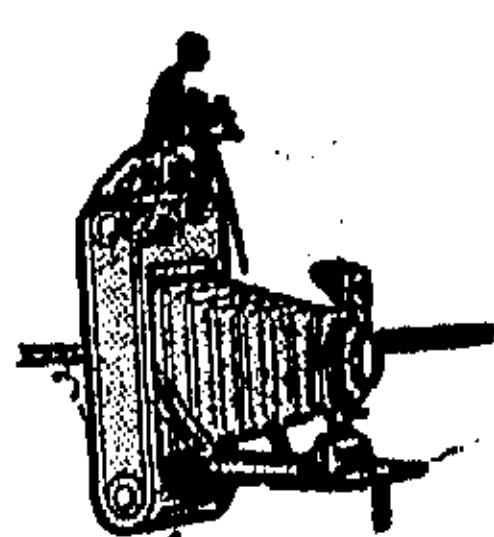
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HONG KONG, SUNDAY, SEPTEMBER 8, 1929.

A Dip Into High Finance

It is not to be expected that in this enervating climate anybody should take high finance seriously. Although meetings of the Legislative Council are open to the public no one considered the occasion of the introduction of the Budget of sufficient interest to hear the details at first hand from the lips of the Colonial Secretary. There was not even a Press photographer in the vicinity to "snap" the honourable member as he stepped into the Council chamber.

It would be fatuous to declare that the members of the Government and the various heads of Departments do not take the introduction of the Budget so lightly as the outside public. From His Excellency the Governor and the Colonial Secretary downward, all regard the Estimates for the ensuing year as worthy of very serious consideration not alone on "Budget Day" but for weeks and months beforehand. The spending Departments are the bane of the Government's life. They are never satisfied. Economy and retrenchment are terms that they anathematise. They resent being told that this or that is impossible still those "better days" that ever remain but a dream. The needs of their own particular Department they consider paramount. They can brook no refusal. They resent the inexorable "trimming" process—and beg for more and still more in the annual allocation of Votes.

In the net result the Budget is a kind of medley of finance. It never can represent the last word in the requirements of any Department, even omitting those inevitable "unforeseen contingencies" that are writ large over every "supplication" to the Finance Committee of the Legislative Council for Supplemental Votes. And because it is not intended by those who frame it to be the last word on the subject the Budget degenerates more and more into an annual formality almost approaching a farce. Millions of dollars in surpluses or deficits may excite the official mind with an eye mainly on the effect of such on Downing Street, but there cannot be said to be real perturbation as to their reception by the people who count most when all is said and done—the rate-payers of the Colony whose existence is responsible for the creation of a local Government. Rates may fall or rates may rise. The ratepayers are the least to be considered. The work of the Government has to be carried on at all hazards—always with the aid of an Official majority. Thus it comes about that, although the ratepayers provide the money that makes the mare to go, they are individually but insignificant units in comparison with those who are placed in power above them—to order the spending of what they pay in the shape of rates and taxes.

Remembering these factors in the local scheme of things, it is, after all, little cause for wonder that Budgets come and Budgets go, but never a breath of excitement can the public raise over them. They are just part and parcel of "olo custom" in a Crown Colony, and shall continue to be so long after the present generation of rate payers and tax payers are interested in things far beyond the realm of local high finance. All the efforts at elucidation of this or that financial problem can but lead to the same monotonous end—the Government has the last word in the spending of the public money, and woe betide he who would hint for a moment of divesting it of one iota of its precious "rights and privileges."

HONG KONG FAIRY STORIES

Smokers are profoundly disappointed that their devotion to "My Lady Nicotine" is not to cost them more.

A deputation of sampan manufacturers is to wait on the Acting Director of the Royal Observatory praying for a weekly visit from a typhoon to the end of the official season on October 15 at midnight.

A Kowloon bus arrived yesterday in time for the passengers to catch the outgoing Ferry one minute later.

Motor cars in Queen's Road gracefully give way to pedestrians.

The Referees' Association will absorb the 40 men who want to leave the K.O.S.B. and find jobs in the Colony.

One of the principal supporters of the Anopheles Maternity Home was very nearly pushed on to a

THE "HERALD" CALENDAR

September 3, 1867. — Great typhoon in Hong Kong.

September 8, 1822. — Peak Hospital leased to Government.

September 8, 1907. — H.L.H. Prince Tsai Tsu visited Hong Kong.

September 9, 1859. — Sir H. Robinson became Governor of Hong Kong.

September 10, 1883. — Riot by Chinese mob at Canton.

September 12, 1876. — Chefoo Convention signed by Sir T. Wade and Li Hung-chang.

September 13, 1874. — Public meeting in Hong Kong to protest against blockade of port by Chinese Customs cruisers.

September 14, 1887. — Chinese transport "Waylee" driven ashore on Pescadores.

bread and water diet on Thursday last.

Mr. Vaughan-Fowler's "Avian Seaplane," which will shortly arrive in the Colony, is to be called the "Kau Sing" because it has only one propeller.

"IN THE AIR"

Some days ago a protest was voiced in our sister contemporary, the "China Mail," with regard to a Reuter's cablegram being sent to Shanghai regarding the report of the Stamp Duty Committee. The people of Hong Kong were left to learn news of vital importance to them through the medium of the Shanghai newspapers, which was distinctly unfair. It was surmised either that a leak of official information had occurred, or that the Government had given facilities to a news agency to "score" at the expense of the local newspapers. In common with the other newspapers we have been patiently waiting for some sign from the powers that be that the complaint voiced on August 3 had struck a sympathetic chord or a note of remorse in the event of a news agency being wilfully given prior rights over important local news. But the newspapers in the Colony are still, as it were, in the air. There is every reason to believe that an apology has been tendered to the Government in connection with the cablegram sent to Shanghai. But that is not enough by any means so far as the local newspapers are concerned. The latter were let down badly. Even now they are not in possession of the Stamp Duty Committee's report, although it was expected to be laid on the table of the Legisla-

ture Council on Thursday last. If the authorities have received an apology for Reuter supplying Shanghai with the news, leaving the local Press entirely in the cold, surely common courtesy demands that the Government should acquaint the local Press of that fact. It is far too serious a matter to be left where it is. What guarantee—in the absence of official assurances—have the local Press that outside news agencies will not again be enabled to cable what is tantamount to news of Government business without the local community being a bit the wiser until Shanghai, Singapore, or Simla newspapers come drifting into the Colony?

PLEASE NOTE.

Subscribers of the "Sunday Herald" who fail to receive their papers regularly are requested to notify the offices of the publishers, No. 3a, Wyndham Street, as soon as possible, promptness in this respect making it easier to have the matter rectified.

Mr. Russell is bringing with him a new style of scenery which is coming into great popularity in the West-End, and each production will be magnificently staged. The plans are now open at Moutrie's.

"MORE'S THE PITY"

From the accounts that have reached us it would appear that the local Chinese—or at least the members of the Chinese Athletic Association—are in a state of tutelage in regard to organising an athletic meeting on a large scale. For the meeting now being held they have had the advantage of a mammoth Stadium. They have had the advantage of entries for various events from competitors outside the Colony. They have had the advantage of the fullest possible publicity from the Press, Chinese and non-Chinese. And yet, it is most regrettable to learn, the arrangements both for the Press and for the non-Chinese speaking spectators left a great deal to be desired on the biggest day of the meeting yesterday. It is a pity that so much excellent propaganda in favour of athletics and in favour of the Chinese as keen sportsmen should be prejudiced by the lack of a little consideration for the Press and others who cannot speak Chinese. Moreover, on the successful consummation of the present meeting depends not alone the reputation of the Chinese Athletic Association but the good name of the whole Colony in the matter of arranging sports gatherings on a gigantic scale. First impressions are not always easily effaced. We should have been delighted to be in a position to compliment the whole of the organisers on a triumph from beginning to end. It may be that they let themselves in for a bigger thing than they themselves bargained for, but even in that case there are sufficient good sportsmen amongst the other communities who would gladly have helped them out if they had been approached. If Hong Kong, as many sincerely hope, is one day to be the recognised Mecca of sportsmen from all over the Orient, the organisers of the present meeting would be well advised to improve greatly on the methods in vogue yesterday. In any event it would be a pity for the good name of all to be marred by the shortcomings or lack of diplomacy or tact on the part of an obviously small minority.

COMEDY COMPANY

Forbes Russell's Eastern Tours

OPENING THIS WEEK

The New Forbes Russell Comedy Company (1929) are arriving in Hong Kong, after a successful tour of India and the Middle East, and will open for a short season at the Theatre Royal on Thursday, September 12.

Mr. Russell brings with him most of the latest London Comedy successes, by the most popular authors of the day, all of which have had phenomenal runs in London.

The leading lady will be Miss April Vivian, who will be remembered for her delightful work with the Company during their last visit. She is supported by Miss Isobel Pargiter, who has been leading lady at the Bath and Liverpool Repertory Theatres, and also a charming ingenue, Miss Heather Angel.

The juvenile lead is Mr. John Manuel, late leading man with Seymour Hicks, and Mr. Alec Alexander, striking actor, who has just finished playing in "The Ringer," in the English Provinces.

The opening play will be a three-act comedy, entitled "By Candle Light," which has been adapted from the Viennese original by Capt. Harry Graham and was first produced at the Prince of Wales Theatre. An indication of its popularity is the fact that the box office receipts amounted to the enormous figure of £36,000 in less than six months. Owing to its phenomenal success, it has been transferred to the "Criterion," and is still playing to capacity houses.

Other plays to be staged during the season are "Her Cardboard Lover," by P. G. Wodehouse; "The Patsy," by G. P. Cole; the well-known play, "The Second Mrs. Tanqueray," by Sir Arthur Pinero; "The March Hares," by H. W. Gribbles; and "Good Morning Bill!" also from the pen of P. G. Wodehouse.

Mr. Russell is bringing with him a new style of scenery which is coming into great popularity in the West-End, and each production will be magnificently staged.

The plans are now open at Moutrie's.

NEWS IN BRIEF

The next Criminal Sessions will begin on Monday, September 16.

For driving a hand truck without a licence a Chinese was fined \$4 by Mr. T. S. Whyte-Smith at Kowloon yesterday.

His Excellency the Governor in Council has directed that the name of Mr. Henry Pooley be added to the list of authorised architects.

Because he hawked peanuts without a hawk's licence, a Chinese was fined four dollars by the Kowloon Police Magistrate, yesterday.

The Hon. Treasurer of St. John Ambulance Brigade acknowledges the receipt of the following donation to Brigade Funds:—Messrs. H. Ruttonjee & Son, \$25.

The total output of the Kailan Mining Administration's mines for the week ended August 24 amounted to 78,040 tons, and the sales during the period to 60,314 tons.

At the Kowloon Magistrate's yesterday before Mr. T. S. Whyte-Smith, 21 earth-coolies were charged with playing Pai Kau at 12 Blakeley Street. A fine of two dollars each was imposed.

The names of McNeary & Co., Limited, the Shung On Land Investment Loan & Agency Co., Limited, and the Chung Kwok Restaurant, Limited, have been struck off the Register of Companies.

A coolie was fined \$5 by the Kowloon Police magistrate yesterday, for carrying two chickens by their wings, with legs tied up. His Worship remarked that the reason why Chinese carried poultry like that was because they usually had their hands full with other things. Inspector Stimson observed that two chickens could easily be carried under the accused's arm.

An unemployed Chinese coolie was fined \$5 by the Kowloon Magistrate yesterday with the option of seven days' hard labour for the theft of two pairs of female trousers from the mistress of a cargo boat lying at the Kowloon Godown Wharf. Complainant stated that she washed her trousers nine o'clock on Friday night and when she woke up in the morning they were gone.

Appearing at the Kowloon Magistrate's yesterday before Mr. T. S. Whyte-Smith for the larceny of a silver watch, an alarm clock, a watch chain, a smoking pipe, a piece of satin, six pieces of female clothing, and a suit case from a married woman living at 25 Sha Po Road, a Chinese girl was remanded for 48 hours in Police custody on the application of Sgt. Sherry, who indicated that there might be more charges.

ANDRES SEGOVIA

Last Night's Guitar Recital

A GREAT ARTISTE

Last night Mr. Andres Segovia gave an impressive guitar recital at the Theatre Royal, before quite a large and representative audience. The first part of the programme included a "Study in C," by Sor, "Theme Varie," and "Serenata" by Malata, and a "Study" by Tarrega. The performer displayed a skilful technique, especially in the "Serenata" solo. Some of the pieces played were piano themes with variations. The "Study" by Tarrega showed a good tremolo effect.

The second part of the programme included "Fugue," "Courante," "Sarabande," and "Gavotte," by Bach, all of which followed the same theme in different times.

In a "Menuet" by Haydn, Mr. Segovia achieved an alternative pianissimo and double forte effect, which was most striking, and, in "Fantasia," by Turina, an unusual drumlike effect.

The recital left one with the impression that Mr. Segovia is a guitarist of rare accomplishment.

- a) Andante of Allegretto Sor (1778-1839).
- b) Theme varie
- c) Serenata Malata.
- d) Danza Tarrega.
- e) Etude
- f) Prelude J. S. Bach.
- g) Allemande
- h) Fugue
- i) Courante
- j) Sarabande
- k) Gavotte
- l) Menuet Haydn.
- m) Sonatine (dedicated to A. Segovia) Torroba.
- n) Allegretto—Andante—Allegro
- o) Danza Granados.
- p) Legenda Albeniz.

"ANNIE LAURIE"

Screen Version At Majestic Theatre

"Annie Laurie," loved in song and legend, lives again in Lillian Gish!

It is the latest role of "The Queen of Romantic Drama," who delightfully enacts the historic Scottish heroine in the dramatic screen spectacle of the Highlands now showing at the Majestic Theatre, Kowloon.

As the Scottish Joan of Arc, Miss Gish plays a role so totally different from any in her career that it seems amazing. As Annie Laurie, noblewoman and mistress of the great Maxwellton Castle—then as a woman, braving the spears of her own tribesmen to save the man she loves, she has a role that reaches the elemental depths of a woman's soul.

The new picture is a gorgeous production with huge replicas of famous Scottish castles and hundreds of big bearded Scottish warriors in kilts and tartans, battling in the rugged Highlands with claymore and shield. Spectacular is the scene depicting the gathering of the clans at Maxwellton, copied exactly from history.

Norman Kerry plays the leading male role as Ian, Chieftain of the MacDonald Clan, and Hobart Bosworth is a mighty figure as the historic "Wolf of Glencoe." Others in the cast include Brandon Hurst, David Torrence, Russell Simpson, Creighton Hale, Patricia Avery, Joseph Striker and others of note.

TAIPO TOPICS

[From the United Press Staff Correspondent at the Front.]

Had an exceedingly tough time this week, was taken prisoner but by taking a very serious view of the case managed to hop from under temporarily.

The water supply has again been turned on the kitchen garden and servants' lavatory at the house where Tai-po's representative on the Emergency Water Committee lives. Otherwise, crime in the district is normal.

The Burgo-master informed the session that he fully approved of the proposed attempts of the Council on the other side of the Ditch to deal intelligently with rural sanitation and prevention of malaria and the member for Tai-po had been instructed to vote solidly for this measure subject to a very early start being made on the Round Houses situated in Tai-po and Tai-po Market Railway Stations, the Garbage heap in Tai-po Market and the Anopheles Maternity Home.

The member for Tai-po had been further instructed to vote against the construction of the new road from Kowloon City to Salkung until such times as the Government gave an assurance to chintz up the road from Tsim-Shu-tsui to Tai-po.

TENDER ACCEPTED

It is notified that the following tender has been accepted: Abbas Khan & Co., Rations for Indian Police at 21 cents per ration.

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Peak Tram Station Store, Low Tram Station.
Lee Yee, 12, D'Aguilar Street.
Excelsior Co., 5, D'Aguilar Street.

Hongkong Sunday Herald.

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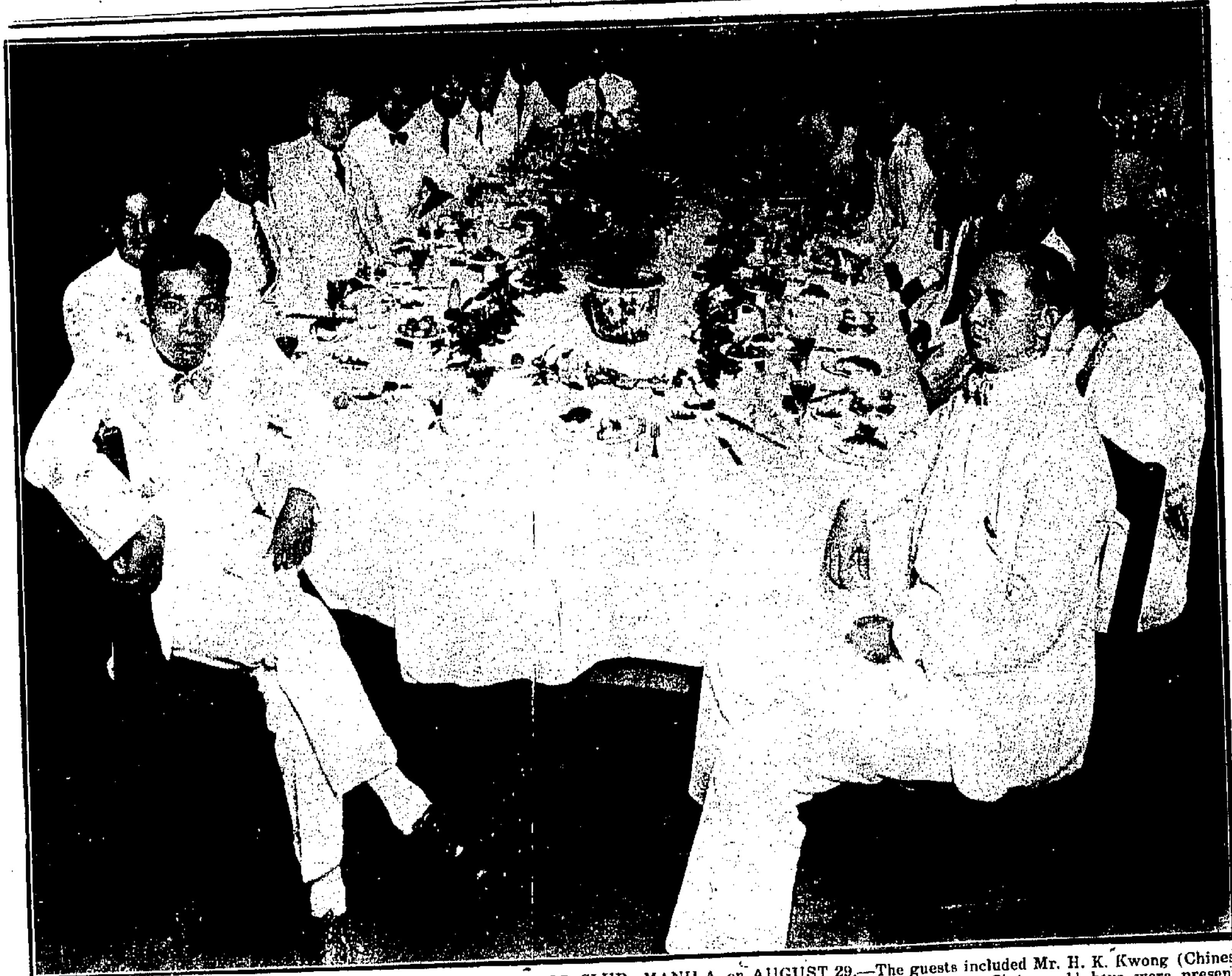
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HONG KONG, SUNDAY, SEPTEMBER 8, 1929.



DIOCESAN BOYS' SCHOOL OLD BOYS' DINNER AT COSMOS CLUB, MANILA, on AUGUST 29.—The guests included Mr. H. K. Kwong (Chinese Consul General), The Rev. W. T. Featherstone, M.A. (Headmaster), Dr. See Chong Su, Ph.D., Mr. Sing Chong Keng. Sixteen old boys were present, namely: Uy Cho Yee (1910), the School's Representative in Manila; Uy Teng Yiu (1921); Uy Tong Tong (1924); Cu Ka Keng (1925); Dee Sa Kiat (1924); Ty Kim Puat (1925); Ty Tian Kee (1925); Ty Glok Kim (1925); Chan Lian Soon (1924); O Tiong Keng (1922); Ngo Ka Hu (1927); Mariano Malcampo (1911); Chua Kai Tai (1923). A second representative of the School in Manila has been appointed, namely, Mr. Cu Ka Keng, who was a boarder from 1919 to 1925.



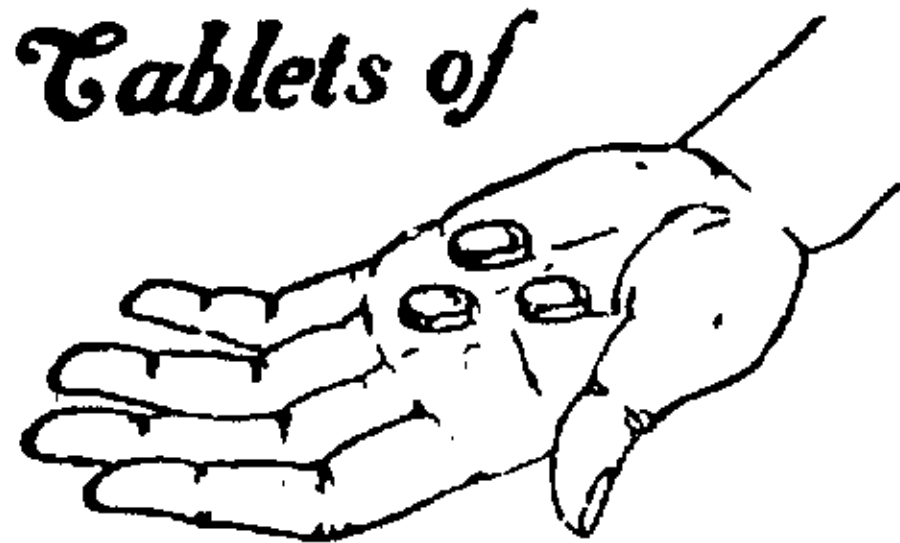
"G.B.S." 73. — Mr. George Bernard Shaw, one of the greatest of present-day personalities, on his 73rd birthday.—(Sport and General).



A BIT OF THE CITY.—Des Vaux road Central, at the Post Office.

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3 Tablets of



Magnesium Perhydrol

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82, Queen's Road Central.



PROMOTION.—Of Admiral Sir Osmond de Beauvoir Brock, to be Admiral of the Fleet in the vacancy caused by the transference to the Superannuation List of Admiral of the Fleet Sir Charles E. Madden, the First Sea Lord, was announced by the Admiralty in mail week. Sir Osmond is seen above.—(Sport and General).



M. BLERIOT'S ANNIVERSARY CROSS-CHANNEL FLIGHT.—In celebration of his epoch-making flight to Dover 20 years ago in a tiny monoplane, M. Louis Bleriot, the famous French airman, again flew from Le Bourget to Dover, this time in a huge twin-engined monoplane, and in 12 minutes as compared with 27 minutes on his former flight. He is seen here being welcomed by Air Vice-Marshal Sir Sefton Branker and the Mayor of Dover (left) on arrival at Dover.—(Sport and General).



"STAR" IN HONG KONG.—Miss April Vivien, leading lady of the Forbes Russell Comedy Company. This versatile and popular actress is well known to audiences in the Colony, having appeared here two years ago in the same company, which will open at the Theatre Royal on September 12.

"WHILE THE CITY SLEEPS."—Featuring Lon Chaney and Anita Page, at the Queen's Theatre this Thursday to Saturday.



MINIATURE TUNNEL.—A bit of the artificial scenery at Lee Garden, East Point, one of the Colony's pleasure resorts for Chinese.



MISS IRENE F. M. DEAN.—A Fellow of the Royal Historical Society, 1929 winner of the Bush Scholarship in Education awarded by the City of London.—(Sport and General).



HOLIDAY IN JAPAN.—Feeding the tame deer, taken by a Hong Kong resident during summer vacation.

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The Woman's Page

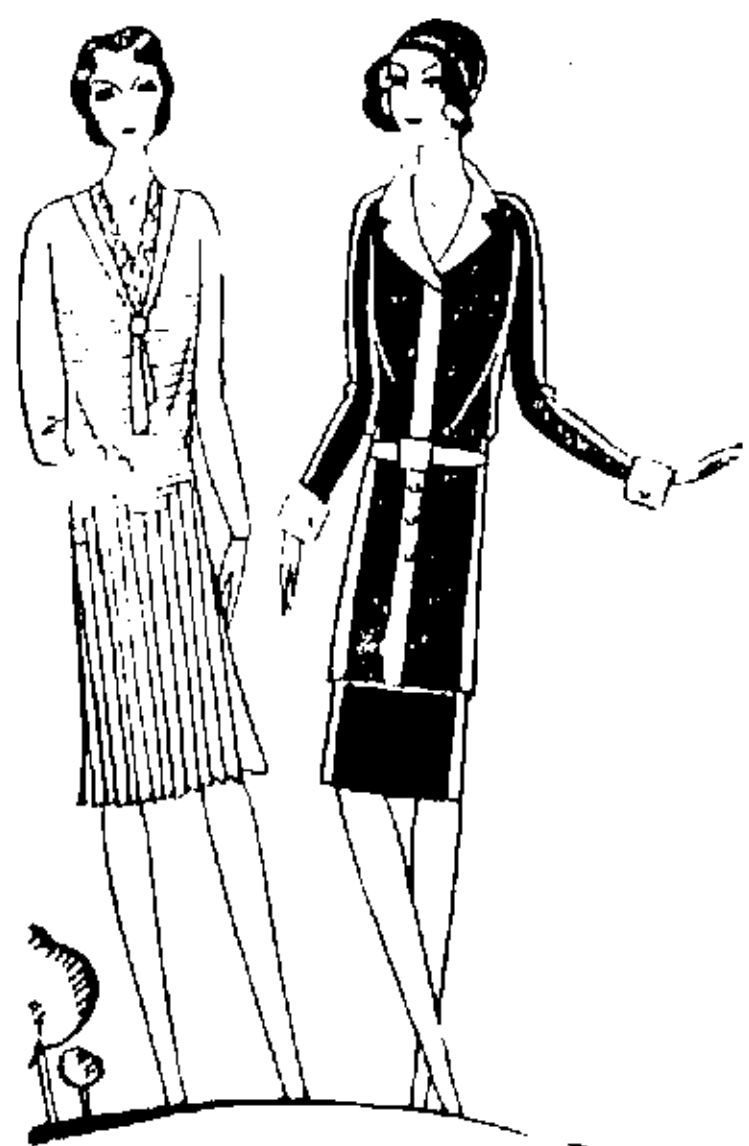


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DARK HOSIERY

PROBLEM OF WASHING EXPENSE

The National Joint Industrial Council for the Hosiery Trade recently applied to the Standing Committee appointed by the Board of Trade under the Merchandise Marks Act for an order for the marking of imported hosiery and knitted goods.

Stern Hosiery Manufacturers Ltd., with the support of the Wholesale Textile Association, opposed the application. The hearing was at the Board of Trade offices.

Mr. M. R. Allard, secretary of the Hosiery Trade Joint Industrial Council, presented the case for the applicants, and they represented both manufacturers and wage earners in the industry. The application affected every man, woman, and child, and the articles concerned included footgear, underwear, and outer wear.

They asked for an order for indelible marking on importations. Last year 4,000,000 pairs of hose and 2,500,000 garments were imported. Many retailers, particularly in small villages, had little technical knowledge of the goods they sold.

Mr. J. H. Cooper, a Nottingham hosiery manufacturer, supporting the application, said that the cost of marking would be negligible. He agreed that three-fourths of a dozen pairs would cover it in the case of hosiery.

A box of Japanese hosiery was produced and it was stated that there were some as cheap as 2s. 9d. a dozen pairs.

Mr. Cooper: I was taking the "ad on British trade union rates. The people who make these things in Japan would not pay that.

Mr. R. H. Swain, hosiery dyer

BABY VERSUS AMAH

LONG STRUGGLE IN THE ORIENT

Baby versus Amah! It really amounts to that, and unless mother is on the spot in time cases out of ten baby wins. Every normal baby wants and tries to assert authority, but has to be taught to obey and kind but firm training is the secret.

Amahs, excellent souls as many of them are, just lack this authority, and even a small babe is unannouncedly wise, and seems to sense this. And so the long struggle begins and continues, and small characters are made or marred. Few people can afford to bring a British nurse to the East and even if that is possible an amah is necessary to help with the heavier duties, such as washing, ironing and mending. An amah is far less expensive and far less responsible than an English nurse.

She is used to the climate, does not require the free time, etc., that naturally a British girl must have. There are other difficulties, too, but there is a compensation, if the exchequer can stand it, in having in the nursery one who can really train the babies by firm and reasonable methods where an amah will often spoil or give in to her charges.

If the baby has character, acute reasoning goes on in the small brain. With some children it is simply fatal to even suggest disobedience. One hears so often "Now don't be a naughty child. Leave that alone!" Perhaps the child had not the faintest idea of being naughty, and was merely looking round for a fresh interest, and if that is ruthlessly snatched away, naturally there is a protest. If we have to take things away, it can be done quite firmly, and with no fuss.

Baby's Rightful Demand

It is remarkable how soon a child will learn, and make quite a game of "belongings and their owners." A small boy I know loves to pick up various things and say who they belong to, and then he will show you a big basket where his own particular treasures are stored, and

(Continued on next Column.)

and finisher, of Nottingham, said that his firm had frequently been asked to dye and finish large quantities of foreign goods. Dyeing hosiery a darker shade might obliterate the mark of the country of origin.

In reply to a remark that not many people wore black or navy blue stockings now, Mr. Swain replied: "No, but they have gone in lately for darker colours. It is because the washing bill is more serious, I think."

Brunettes Lose Popularity



Left to right, Mary Eaton, Thelma Todd and Mary Nolan, three American blondes, of the very type which has made an onslaught upon Paris, to the ruination of the hitherto popular Latin type.

NORDIC WOMEN MORE IN EVIDENCE

A change is overcoming the feminine face of Paris since the French capital has experienced a decided invasion of blondes. The typical Parisian woman is definitely Latin in type, but since the world war and the rush of visitors to France from Nordic countries which has occurred during the past few years fair-haired women have become more and more prominent in the life of the capital.

Among mankind in the fashionable houses of the Rue de la Paix and even in the lesser renowned couturiers in Montmartre fair-haired women are becoming increasingly popular. Thus girls from Sweden, Norway, Denmark and Germany and Alsace-Lorraine who

come to Paris partly with the idea of seeking adventure, partly to earn a living, find it easier to get jobs than at any other time before.

Among dance instructresses in the fashionable night clubs, among entertainers in the high-class supper cabarets and restaurants, blonde women now generally predominate, and, where contrast is sought, the effect is usually secured with American women Creoles, who are able to supply the pep in song which the Nordic lack.

Registration of Nordic women employed in luxury trades in the French capital have shown a big jump. Their presence undoubtedly adds variety and colour to the Paris scene, which for long years was dominated by brunettes and French in addition, they are ideal as reception clerks in the hotels, as

which he religiously puts to bed every night. The trouble with amahs is that they are excellent seconds in command, but seldom good firsts. Surely the mother should be the nursery head, not merely as a visiting inspector seeing things at stated intervals? Babies are a huge responsibility and take up an enormous amount of time, but it is their right to demand this. We can't make the excuse out in the East that we have no time to supervise things. We have lots of playtime which belongs to baby by right! If the mother is tired with many late nights, etc., she is apt to demand quiet from the nursery at all costs. This is fatal. Once give in to a baby merely for the sake of peace, and it will make a fuss to get its own way by the same method time and time again.

A British nanny naturally understands the mentality of a British child better than an amah. Where we so often fail is, by not bothering to train the amah to look after our babies in our Western way. It is so much easier to let her carry on and take over in her own way, but mothers and children suffer in the long run.

When the baby boy grows up and faces a prep. school in Britain he soon has to find his own level and he will find it with a dreadful bump, if he has not learnt the ordinary kinds of obedience and deference to those in authority from babyhood. Even

an infant of a few weeks will yell hard to be picked up in the day and night if he finds that by crying he gets what he desires. A baby particularly in a hot climate is happier and healthier left alone as much as possible in the cradle stage.

Amahs, if they are not supervised and trained, hate to hear a child crying and immediately pick it up and soothe it when often it is quite the worst thing to do. This is particularly true in the case of boys—and they are generally the ones who need most firmness.

All children need to be taught to amuse themselves. They are far happier playing with empty tins and all sorts of stray oddsments than with expensive toys. But they need showing how to do things, and if given the chance to do "grow-up things" they will adore it. A small boy aged two delights in a duster and an old clothes brush. He

imagines he is really assisting the "boy" and for hours he will amuse himself by solemnly dusting and brushing everything within reach.

Amahs are most efficient in their way and they keep babies and their clothes spotless. "Cleanliness is next to godliness" most certainly, but let us also remember the other vital essentials for baby's body and mind, and see that he gets all the extra attention that only a mother can give.—Straits Times.

INVERTED PLEATS

There are many suits of the modish flecked materials. A prevalent note is the inverted pleat in the centre back of the coat, stitched down to about a foot from the hem. Inverted pleats likewise appear in skirts, in the centre front and at the sides, the backs being often left quite plain.

Chic Costumes For The Steamer



For the gala evening aboard ship, what could be more ravishing than the tulle and ostrich evening gown on the left, worn by Evelyn Brent. The plumes are used in a series shading from pink to rose, while a shower of tulle matches the paler shading of the tulle. The flesh satin bodice is furthest with a sunburst of crystal beading. On the right is Marion Davies in the ideal going-away coat. Of black tulle, it is trimmed of the very smart neckline with a throw of white erasur, repeated in the cuffs. The close-fitting hat shows the new drooping brim in back which cleverly hides the growing bob.

DRESS SECRETS

ABOUT THE COSTUMES OF NIPPON

Florence Wells writes in "Japan" in part:—

When one first comes to Japan it seems the easiest and most delightful thing to go shopping. Such, however, is seldom the case. You have a servant, say, and you think she would be happier if her clothes were a little brighter. It is either New Year's or the mid-summer festival of Obon and you are expected to observe both of these occasions by giving your maid a present. So you set out for a department store with confidence in your heart, and a Japanese friend at your side to see how clever you are at picking out materials for a kimono or obi (sash).

Presently you come to a counter piled high with dress lengths. In buying, you must take the piece, eleven or twelve yards. Ah! Here is the very thing! Red? Well, isn't that all right? Red would be very becoming to Toki, the maid, and it would brighten her up a little. Too much red for her age? Oh! Then here's one with no red in the pattern.

Your Japanese friend holds it off at arm's length, while you wait anxiously, almost wishing you had come shopping alone. Finally she says, "I think the pattern is too big. Here, what do you think?" turning to the clerk.

He cocks his head at it and asks, "How old?"

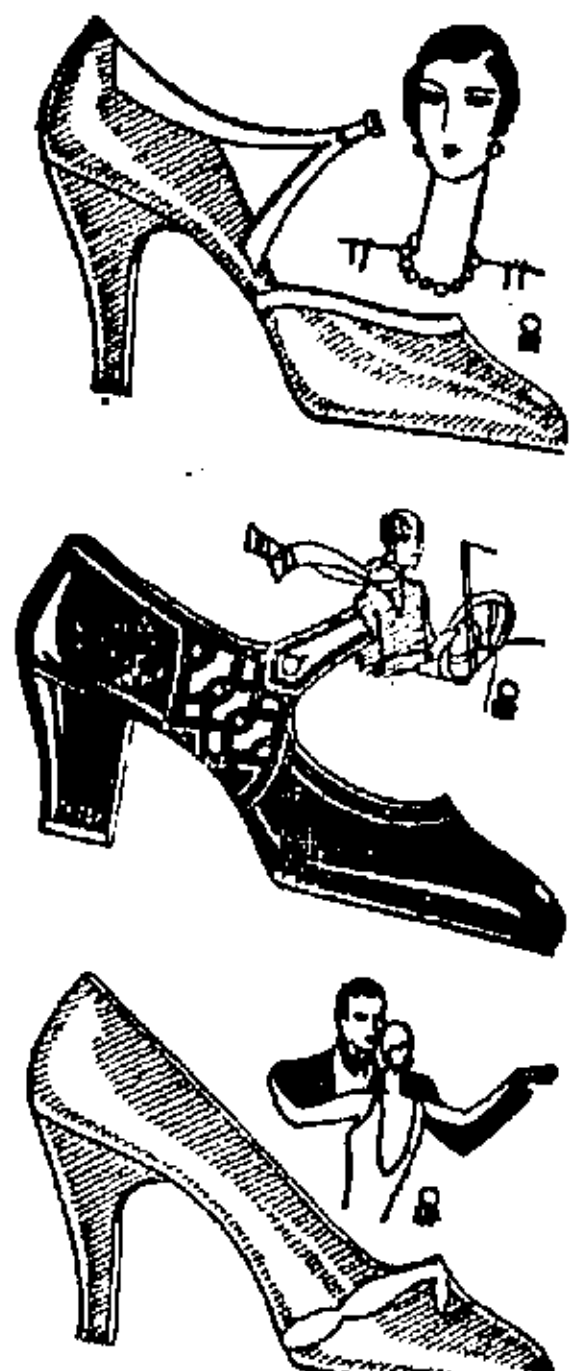
"About thirty," you answer. "I'm! Of course people are wearing rather gayer things this year, but—"

Stripes Popular

Then your friend tactfully suggests that stripes are popular just now; so you move on to a counter loaded with striped goods. After examining and comparing a dozen or so patterns your friend pounces upon "the very thing—exactly what you want!" You look at it and you know that it is not at all what you want; but as it is evidently what you ought to want, you buy it, deciding to brighten up your maid in some other way. Not only is it evident that your friend's taste will never coincide with yours, but she probably knows better than you what Toki should have, and anyhow you have no more time for shopping.

With many foreigners living in Japan it is a zestful pastime to read the secrets revealed by the Japanese costume. At first one does not

Use Designated



Each shoe has its own "picture indicator" of its use.

realize there are any secrets to be revealed; but in time one becomes able not only to distinguish sex (a very puzzling point with regards to old people and babies), but also to tell age, occupation, school and similar facts. As old-timers in this country enjoy translating the code of the costume, so newcomers, too, may get some fun out of it.

A Good Criterion

After gaining some knowledge of stripes and patterns one may while away an otherwise tedious hour. By a little careful observation one may arrive at a fairly accurate judgment as to the state of prosperity, say, or the immediate errand of the man or woman passing on the street. Before long one may begin to feel akin to Sherlock Holmes. In the end every part of the costume, from the style of the hair to the style of the footwear, will begin to cry out "Read me! Read me!"

Perhaps the first thing to make a note of is that every living person wears his or her kimono folded across the chest with the left side over the right, like a foreign man's coat. This will explain why, many years ago, a Japanese attending a performance of Madam Butterfly at the Metropolitan Opera House in New York City suddenly left his seat and went out into the lobby—he had to laugh at seeing the chorus dressed like corpses!

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CRETONNES

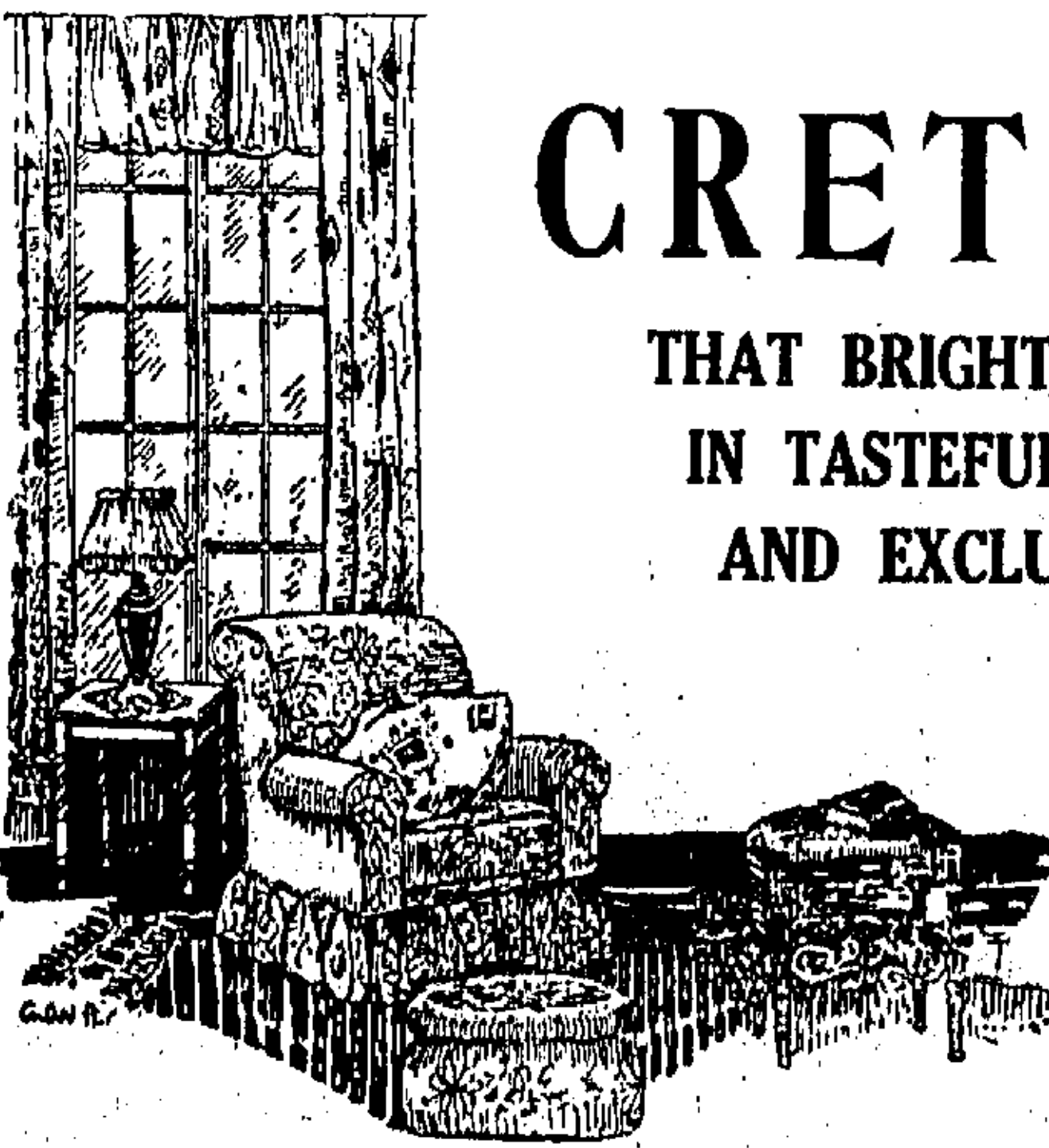
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ROUND THE GLOBE IN PICTURES

In Far Hokkaido



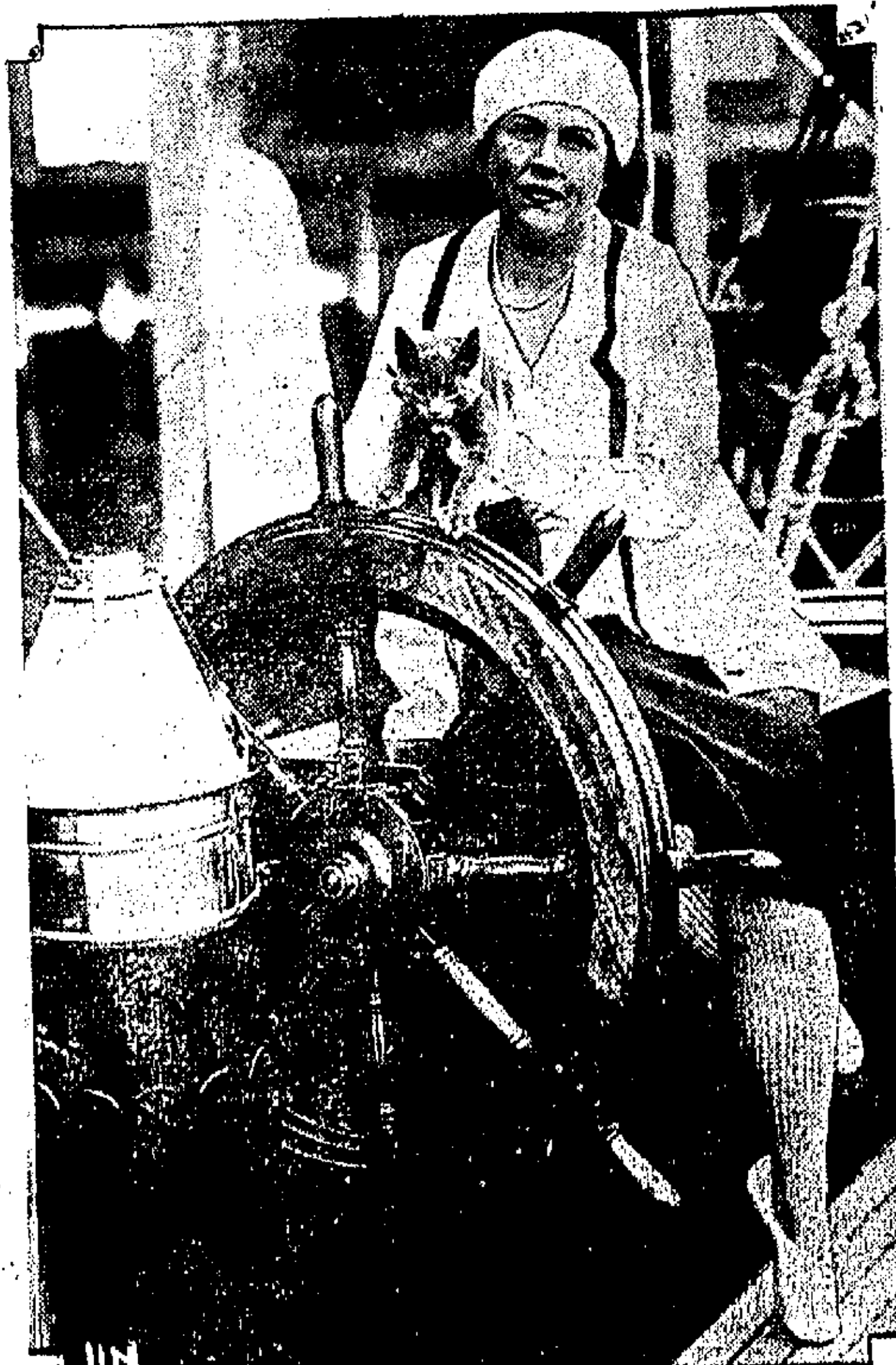
Here is a group of rare pictures, showing natives of Hokkaido, Japan's northernmost island, in native garb. The pictures were taken by Mr. Larry Lehrbas, Far Eastern representative of the Fox Movietone, who just now is in Shanghai after making a tour of Japan. In the left picture, Mr. Lehrbas is seen standing with the Chief and his wife at Shirator. Note the mustaches that are tattooed on the lips of the young woman in Hokkaido. These people are known to the world as the hairy Ainu who are under the rule of the Japanese Government, but who differ completely in manners and customs from the Japanese.

Holy Father Ends Exile



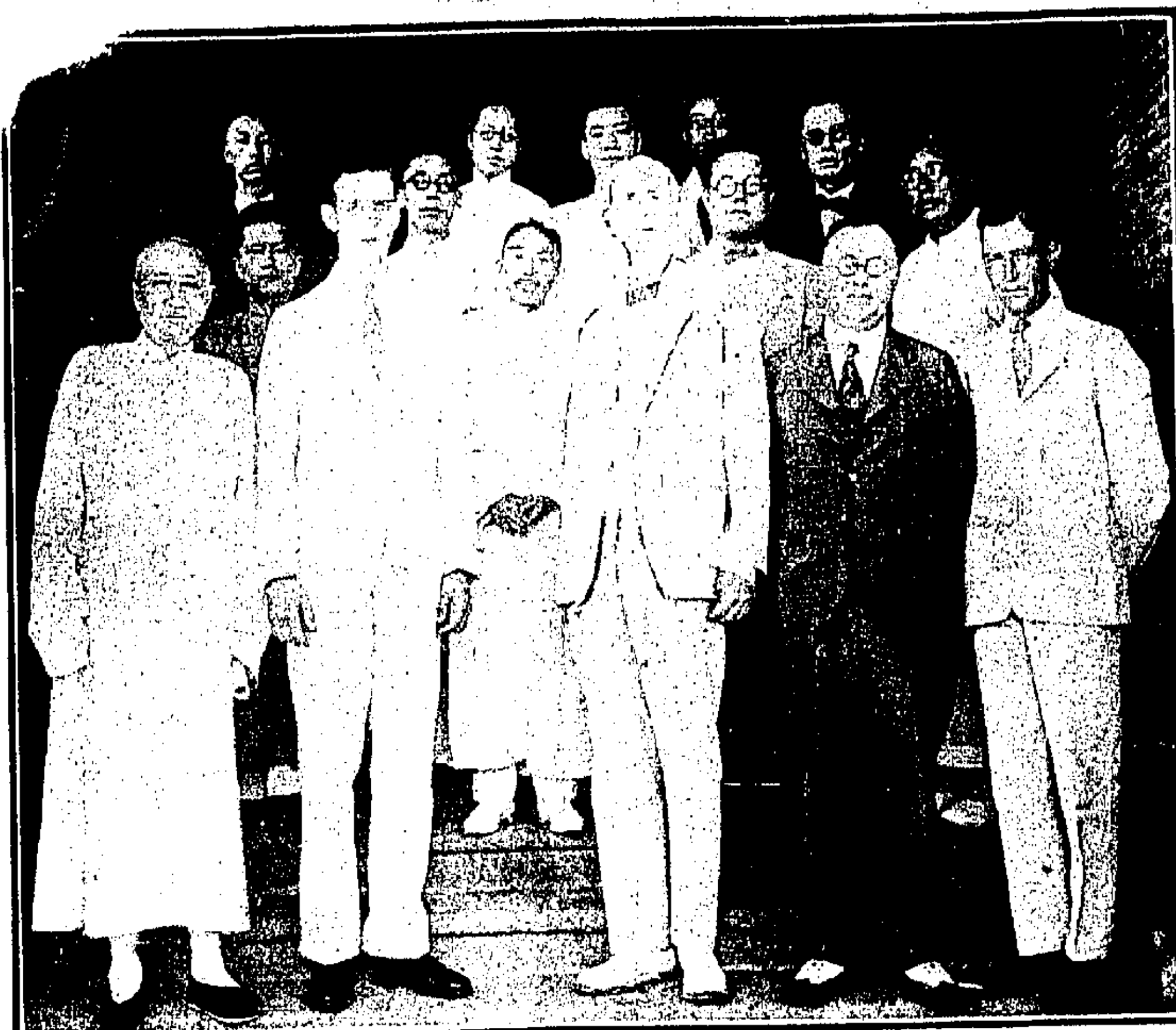
Multitudes witness the brilliant ceremonies attending the voluntary emergence of His Holiness Pope Pius XI from Vatican "imprisonment." Photo shows the Pope being carried in the magnificent procession from St. Peter's Cathedral, in which a group of five thousand religious students of Rome took part.

Social Star Starts Cruise



Mrs. Leonard Outhwaite, with her feline mascot, sails for Europe with her husband aboard their 90-foot auxiliary yacht, "Kinkajou." They expect the trip to take them 20 days. The craft is 70 tons or thirty gross tons less than the flagship used by Christopher Columbus.

American Red Cross Delegation Officially Entertained By Chinese



The American Red Cross Delegation, headed by Col. E. P. Bicknell, who recently conducted a personal investigation of the famine conditions in North China, were extended a warm welcome and formally received by the Chinese Government authorities recently at the Shanghai Office of the Ministry of Foreign Affairs. The above picture shows Col. Bicknell (centre) and his party, with Mr. Hsu Shih-ying, former Premier and now Chairman of the National Famine Relief Commission, standing on the right. (Ah Fong).

Arrive On Zeppelin From Europe



Pictures of many of the passengers on the flight of the "Graf Zeppelin" from Friedrichshafen to New York on the first leg of her world tour. Top, left to right, they are: Mrs. Janette Crouse, of Syracuse, N.Y.; Count Albrecht Montgelas, of Germany, and Allen Miller, of New York. Below, left right, Frank E. Nicholson, of Syracuse, N.Y.; Karl Von Wiegand, and Dr. Leisler Kiep, director of the Hamburg-American line.

Was It Jealousy?



Chang Tsung-chang, above, deposed war lord of Shantung Province, is alleged to have killed Hsien Kai-sui, Manchurian prince, at the fashionable, Beppu resort on the island of Kinkajou, Japan. Chang claims the shooting was accidental, but police are working on the theory that a dispute was started over Chang's harem.

Red Religious War



The Shrine of the Iberian Virgin at Moscow, one of the most famous religious spots in Russia, is reported demolished in the most sensational blow yet struck in the Soviet war on religion. The sacrifice of the shrine came before the Communist anti-war day of August 1. The venerated edifice contained a copy of an icon of the Iberian Mother of God, brought from Mount Athos in 1648 and considered to be of special miraculous efficacy.

This extravagance
menaces health



To brush teeth and forget gums, is an extravagance that may demand as its price health, beauty and youth. In this life of ease and luxury, gums are undernourished and under-exercised. If neglected, they surrender to diseases that sweep the system and often cause loss of teeth. Only dental care can stem the advance of gum diseases once they are contracted. Prevention is easier and less painful.

Be liberal with yourself. See your dentist every six months. Continue to brush your teeth. But also brush gums vigorously with the dentifrice designed to help keep them firm and sound... Forhan's for the Gums. When you have used this dentifrice for a few days you'll notice a vast improvement in the way your gums look and feel. In addition, note how effectively and safely it cleans teeth and helps to protect them from decay. Get a tube of Forhan's from your druggist and start using it today.

Forhan's for the gums

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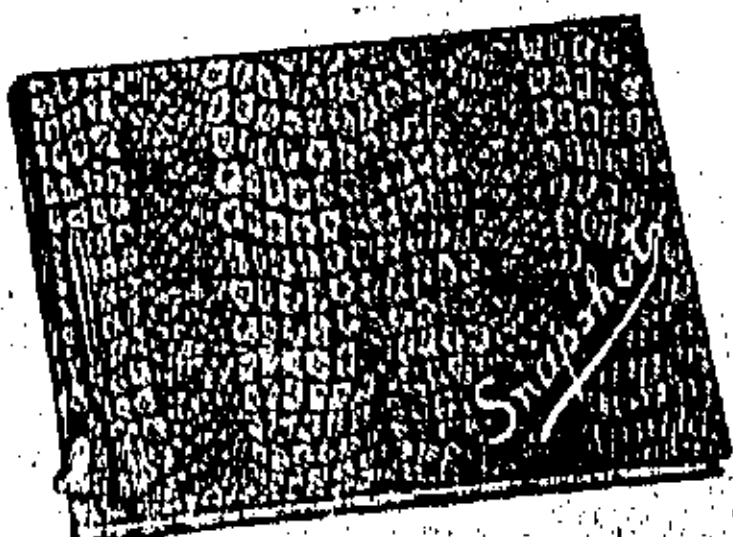
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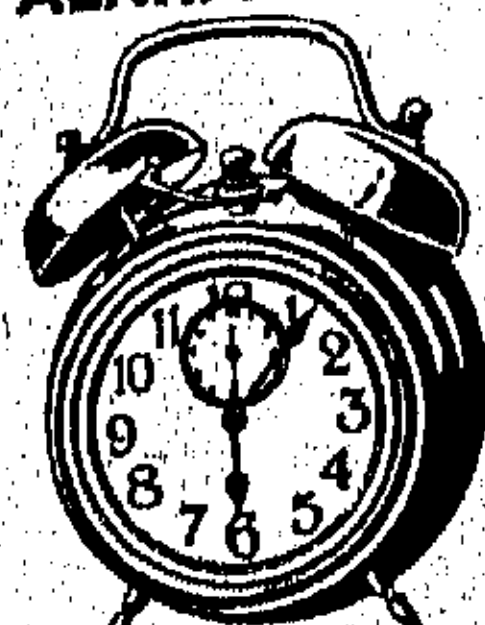
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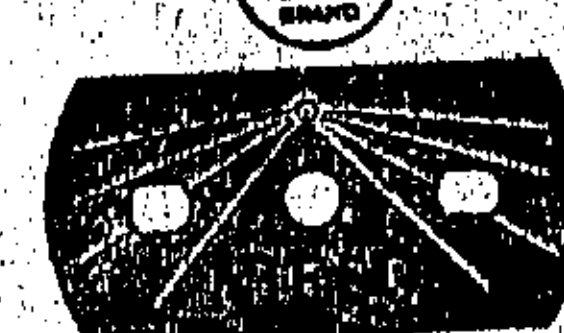
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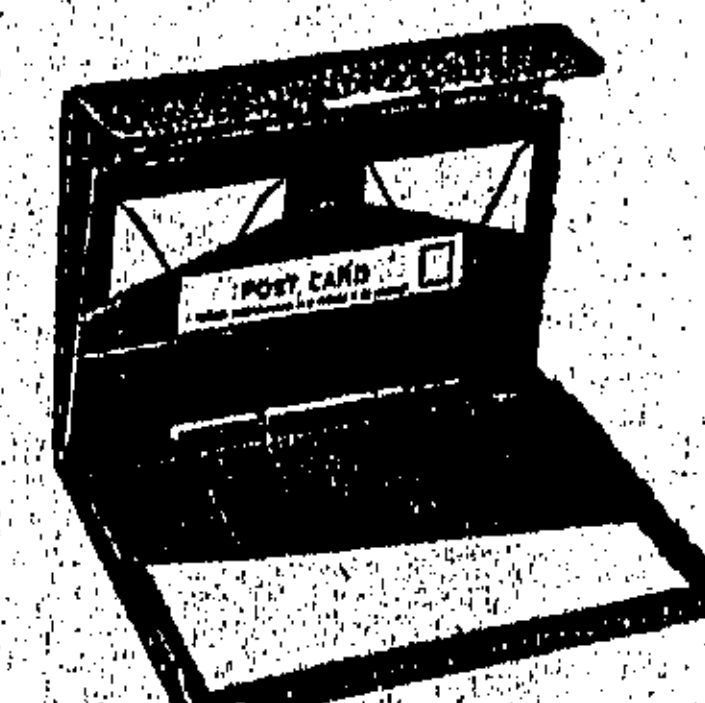
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CHINESE SHIPPING REFORMS

Need For Action Emphasised

FOREIGN TRAINING FOR PILOTS

With a view to calling attention to the need for plans to reorganize and improve Chinese ships and shipping regulations, in the same way as schemes for the improvement of the railways and highways have been laid before the National Government, Capt. H. E. Hillman, the Coast Inspector, has submitted a memorandum to the Inspector General of Customs which has been forwarded to the Ministry of Communications for approval.

Among the recommendations in this memorandum, which was published in the Chinese press, are that foreign teachers should be employed in schools for training pilots, and that a set of shipping regulations on a par with those of the foreign powers should be drawn up under expert foreign supervision, until such time as China has herself a sufficient number of experts to draw up regulations of her own, if need be. The following is a translation of Capt. Hillman's memorandum.

China Far Behind

China is now far behind other powers so far as the shipping is concerned. During the present time of reconstruction, the Chinese Government should pay special attention to this question, and should build vessels of the latest types to develop her shipping so that she can compete with other powers. The Chinese coast, as far south as Hainan Island and as far north as Newchwang, is more than 1,500 miles in length. Apart from this huge coast line, there are numerous inland rivers, among which the Yangtze River and the West River are the most convenient for navigation.

However, there are only 573 Chinese-owned steamers plying along China's coast and inland rivers. As to foreign trade, there is not a single Chinese-owned vessel participating in the shipping business with the exception of a few piloted by foreigners and placed on the service between the Chinese ports and Singapore.

During the present development of the international trade, the development of China's foreign trade is most important. Unfortunately, all Chinese-owned ships are either small or of the old type and cannot be placed on ocean service. If China is anxious to develop her foreign trade, she must first build suitable ships. Furthermore, China is urgently in need of expert pilots for though she may be provided with suitable number of modern ships, she will have to depend upon foreigners for their control and on pilotage.

Training for Pilots

Therefore the training of expert pilots is of first importance for the development of China's foreign trade.

The training of expert pilots is comparatively easy. Navigation Colleges must be established in Shanghai, Canton, Tientsin, and other places of importance. For the time being, foreigners must be appointed members of the teaching staff of these colleges and these foreigners may be relieved of their positions when there is a sufficient number of Chinese who can take the places of foreigners. After some years, qualified experts will be trained, and employed.

Next, China should establish a number of organs for the control of shipping, like Britain's port and navigation offices. These offices will be established for the planning and construction of new ships, for deciding on the kinds of ships, etc., so that Chinese ships may compete with foreign ships. In connection with this point, China is also in need of experts and will have to depend upon foreigners.

One thing of most importance is that Chinese ships to be used to call on foreign ports must have a line drawn on the ship to show how much weight of cargo this particular ship can bear. China should also follow the example of foreign powers in the drafting of navigation regulations.

The most important regulations are summarized as follows:—(1) That young men must have a certain number of years' practical experience on ships before they are allowed to sit for the examination; (2) That the examinations for pilots and engineers and fees for such examinations be fixed; (3) That regulations governing the provisions on ships, such as fire appliances, sanitation materials, etc., be drafted; (4) That regulations governing the installation of wireless apparatus on ships be drafted; (5) That the number of the crew and sailors of the various kinds of ships be fixed; (6) That the condition of the various ships must be examined at regular times; (7) That the signals showing on which side two ships approaching each other should pass be fixed; (8) That regulations governing the physical

examination of the crews, especially optical examination, be drafted, etc.

Suitable Ships Wanted

Though China is not required to follow the example of foreign powers in the details of the regulations governing the control of her navigation, the navigation regulations of the foreign powers must be used at least as a basis for the drafting of China's navigation regulations. After foreign consular jurisdiction in China is abolished, the Chinese Government will be able to draft its navigation regulations more favourably to Chinese ships than foreign ones. But before the drafting of such regulations, China must have suitable ships for coastal shipping and competition with foreign ships. In view of the lack of proposals regarding the development of China's shipping business during the present time, when a number of prominent persons have submitted their proposals regarding the development of national highways and railways to the Central Government, I have, therefore, submitted this memorandum to Your Excellency for consideration and approval.

POWERED KLIM

American Substitute For Fresh Milk

It is common knowledge that milk is a most important food. A good milk supply is a community's best guarantee of health. To it, children owe their rosy cheeks and a solid foundation for robust manhood and womanhood. Scientists tell us all to drink more milk and this is important to drink the best milk.

Milk is the most sensitive of foods, and it is therefore very essential that it should be properly handled, otherwise it loses much of its food value and may even become harmful.

Science, in its endeavour to lessen the harmfulness of milk, has at last, after labourous experiments, discovered Klim, which is a powdered milk. In its powdered state Klim overcomes these troubles, which include sourness, and is therefore most safe to take that milk in its natural state.

What is Klim?

Really to understand Klim it must first be known that milk is 7/8 water and 1/8 solids. There is no more food value in the water. The food value is in the solids. The water is the substance that makes milk so perishable. Bacteria grow rapidly in a liquid, causing sourness. Liquid milk must be kept in a cool place and consumed quickly and even then it loses its freshness rapidly. Klim, on the other hand, has not any of these disadvantages; rather it has many advantages over liquid milk. The water is removed by a process which does not cook the milk or affect the food value in any way. Klim does not spoil or sour. When added to water it has the taste, odour and all the food value of fresh country milk a few hours after milking time.

How Klim is Made

The fourteen Klim plants are located in the best dairying sections of New York and Pennsylvania. The farmers within a few miles of each plant deliver their milk after each morning's milking. This insures the freshness of the milk produced. A high sanitary standard is kept throughout the whole of the plants. At the door of the plants all milk is inspected as delivered. This is a purely precautionary measure and one taken because of the extreme anxiety that only the best milk be used. The accepted milk is then pasteurized and subjected to the process by which the milk becomes Klim. The process is simple but in its simplicity very effective, and absolutely scientific. Klim is obtainable at all stores, the local agents being the Hong Kong American Trading Company.

PASSENGER LIST

ARRIVALS

Per s.s. "President Garfield" from San Francisco and way ports:—
For Hong Kong: Miss P. Anderson, E. F. Baker, B. Banto, Miss O. Banto, Dr. and Mrs. F. Bradshaw, F. Bradshaw, G. Colclough, L. Deckert, V. N. Derenevsky, J. Fox, F. M. Gumburger, H. Jackson, A. R. Kepler, F. B. Lee, Dr. Mabel Lee, Mr. and Mrs. C. F. Lippincott, O. D. Martinez, Mrs. E. N. Milne, H. G. McNary, Mrs. A. Perkins, F. J. Price, Mr. and Mrs. D. M. Prokuchuk, Miss E. Prokuchuk, J. W. Stackhouse, Mrs. E. M. Stackhouse, E. O. Thomas, Major C. W. Z. Tuke, J. J. Allanston.

LILIUS CASE

Further Evidence For Defence

A FREE PASSAGE

Aleko Eugene Lilius (39), the self-styled American journalist made another appearance at the Kowloon Magistracy yesterday before Mr. T. S. Whyte-Smith, when further evidence for the defendant was given by Mr. Blaker, Hong Kong manager of Gilman & Co. Mr. L. R. Andrewes appeared for the prosecution, while Mr. F. C. E. Rendall was for the defence.

Mr. Rendall (to Mr. Blaker): When did you first meet Lilius?

Blaker: I first met Lilius in a friend's house in Kowloon.

Mr. Rendall: Could you say when?—At the beginning of June, this year.

Did he say any thing to you about a free passage?—I cabled and found that he had a free passage. Then it was from instructions?—Yes.

By cable?—Yes.

As a result of this cable what did you do?—I wrote to Lilius at the Peninsula Hotel saying he could have a free passage to Colombo.

The reply?—He came to me for an interview at my office.

What did he tell you at the interview?—He said he did not have time to go on the "Canton," as he could not finish his business.

In reply to a further question Mr. Blaker said that the ship was delayed and that Lilius could go on the "Negara" or any other vessel that they were agents for.

Mr. Rendall: Did your representative go on board?—Yes, at five and later at nine o'clock at night.

Was the defendant on board?—The captain said that the defendant was not on board.

Any other arrangements made?—No.

Received wireless message from Captain?—Yes.

Produce it to his Worship.

Do you know what time the "Canton" left?—At 6 a.m., it was reported.

When Lilius did not go on the "Canton," were there any other arrangements made?—Yes, we substituted a ship.

Did you know that the ship was going to Cebu?

His Worship: Where is Cebu?

Defendant: In the southern part of the Philippines, your Worship.

Mr. Blaker went on to say that most of the vessels called at Cebu, before going to Singapore.

His Worship (to Mr. Andrewes): Anything you want to ask?

Mr. Andrewes: Nothing at all, your Worship.

His Worship then remanded the case to Monday at 2.15 p.m.

BANISHEE BACK

Notorious Offender in Trouble

A NEW EXCUSE

That his brother had died was the excuse offered by a banishee on his third return to the Colony, after being banished in 1923 for a term of ten years. He was sentenced to one year's jail with hard labour, and ordered to receive fifteen strokes of the birch, by Mr. T. S. Whyte-Smith, yesterday, at the Kowloon Police Court.

The banishee stated that the first and second returns were on the occasion of his passing through the Colony to Singapore, but this time he had a proper excuse.

Divisional-Inspector R. A. Marks remarked to his Worship that the accused was the man who pointed a revolver at Sub-Inspector Vincent and Sergt. Grant when the Caine-road robbery occurred some time ago!

HIT A WOMAN

Trouble At A Street Fountain

Tong Hing-kong (26), shop employee, of 42, Wuhu-street, was charged at the Kowloon Magistracy yesterday before Mr. T. S. Whyte-Smith with assaulting a married woman named Tong Ho, of the same shop.

Divisional-Inspector G. A. Stimson stated that the fight occurred at a public street fountain in Wuhu-street where complainant and defendant were drawing their water. Complainant, who was there first, was just taking her supply away, when the defendant threw a bucket of water over her and drenched her to the skin, after which he threw two tins, but did not hurt her.

As the complainant was not in Court, his Worship cautioned the lad and told him that it was very different hitting a woman from hitting a man!

After several weeks of inactivity the volcano of Krakatoa, in Java, was again in eruption on Thursday evening. The huge volcano of Kilauea in Hawaii has also burst into eruption.

NEW ADVERTISEMENTS

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS

Of the Sale by Public Auction to be held on MONDAY, the 9th day of September, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Boundary Measurements	Contents in Sq. feet	Annual Rental	Upper Price
As per sale plan.	4,200	24	\$400

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS

Of the Sale by Public Auction to be held on MONDAY, the 9th day of September, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

Boundary Measurements	Contents in Square feet	Annual Rental	Upper Price
As per sale plan.	6,063	45	\$935

CAPTAIN ROBBED

Dishonest Houseboy Gets Six Weeks

Left in sole charge of a Kowloon flat, a house boy in the employment of Capt. Riley, 2, Humphreys Building, could not resist the temptation to steal, to pay off debts which he had incurred, playing "Fan Tan" in Macao.

This was his own explanation when he appeared yesterday morning before Mr. T. S. Whyte-Smith, at the Kowloon Police Court, on a charge of theft of money and jewellery worth \$114.

During the hearing of the case it was revealed that the theft occurred while Capt. Riley was at sea, in command of the s.s. "Sui Tai", and his wife was in the Peak Hospital. The houseboy stole \$80 in money, two pairs of gold cuff-links and two gold sovereigns.

The theft was brought home to accused by the fact that on a window were a number of finger marks, which corresponded to his own. He got six weeks' jail.

EASTERN PORTS

Plague, Cholera And Small Pox

The health bulletin of Eastern ports for the week ending August 31, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths:—

Plague	
Alexandria: 3 cases, 1 death.	
Port Said: 2 cases, 3 deaths.	
Basseln: 2 cases, 1 death.	
Bombay: 1 death.	
Rangoon: 4 deaths.	
Prom Penh: 1 case, 1 death.	
Cholera	
Calcutta: 13 deaths.	
Karachi: 1 death.	
Bangkok: 1 case, 1 death.	
Prom Penh: 1 case.	
Shanghai: 30 deaths.	
Kobe: 1 case.	
Osaka: 18 cases.	
Shimonoseki: 2 cases.	
Small Pox	
Suez: 3 cases.	
Aden: 1 case, 1 death.	
Bombay: 18 cases, 10 deaths.	
Calcutta: 2 cases.	
Cochin: 5 cases, 1 death.	
Karachi: 5 cases, 1 death.	
Madras: 10 cases, 8 deaths.	
Moulmein: 2 cases, 1 death.	
Nagapattinam: 1 case, 1 death.	
Belawan, Deli: 1 case.	
Prom Penh: 1 case, 1 death.	

UNIVERSITY OF HONG KONG

CHINESE SCHOOL

CANTONESE CLASS.

THE NEW TERM opens on WEDNESDAY, September 11, 1929.

Intending Students should apply at the Cantonese Class Office on or before TUESDAY, September 10, before 10.30 a.m.

W. B. FINNIGAN, Registrar.
Hong Kong, September 5, 1929.

H.K.V.D.C.

PROMENADE CONCERT

VOLUNTEER HEADQUARTERS

FRIDAY, SEPTEMBER 13
AT 9.15 p.m.

By
THE BAND OF THE 2ND BATTALION K.O.S.B.

By kind permission of Major B. C. Lake, D.S.O., and Officers.
MR. AND MRS. D. M. RICHARDS.
THE ALOHA SERENADERS.
THE CORPS BAND.

Admission - - - \$1.00.

"Boy! My Usual Marchant & Soda."

ONCE
TASTED,
ALWAYS
ORDERED.

MARCHANT'S

GOLD LABEL WHISKY

BUY A BOTTLE TO-DAY.

Sole Agents:—

T. E. GRIFFITH LTD.

6, Queen's Road C., 5th Floor.

Tel. C. 3517.

To Maintain Your Strength During The Hot Weather You Must Have Vitamins

Vitamins are minute foodstuffs necessary to maintain life and are an essential part of your daily diet.

The constant digestive disturbances inseparable from life near the Tropics tend to exhaust the body of its store of vitamins. Slight disorders of the bowels lead to lasting lassitude and weakness. Dysentery, dyspepsia, diarrhoea, all leave one exhausted and chronically "tired."

Purgatives are only temporary remedies; a two months' course of Ostelin gives lasting results, for it is concentrated Vitamin D, the one vitamin essential to normal digestion.



Ostelin is the Vitamin D concentrate in Glaxo which makes that milk powder the best available for your baby.

AGENTS:—
W. R. LOKLEY & CO.
Hong Kong
P.O. Box 84. Tel. C. 2533.

OSTELIN

Renews The Strength
Ask your Doctor!

FOR QUALITY!



SMOKE
CAPSTAN

THEY ALWAYS PLEASE

This advertisement is issued by the British American Tobacco Co. (China) Ltd. ED-8384

A FRENCH COMEDY!

A delightful and most unusual farce-comedy produced on the Continent with a cast of notable screen artists!

MAXIM'S BAR BOY

With
ERIC BARCLAY

AT THE
WORLD

TO-DAY & TO-MORROW
At 5.15 & 9.20.

At 2.30 & 7.15.

THE UNCONQUERABLE
A CHINESE PICTURE

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(At 2.30, 5.15, 7.15 and 9.20)
Saturday at 2.30 & 7.15

Today and Tomorrow "Red Hot Speed." A rollicking comedy. Loring, Raymond, Denny and Alice Day.
Tuesday and Wednesday "Romance of the Underworld." A stirring drama of the Underworld featuring Mary Astor and Robert Elliott.
Thursday and Saturday "While the City Sleeps." Lon Chaney, the man of a Thousand Faces, in the thrilling role of a city plan clothes man.

WORLD THEATRE

(At 5.15 and 9.20)

To-day and To-morrow "The Gigolo." Rod La Rocque in an entirely novel role.
Tuesday and Wednesday "Rosen Cavalier," a lavishly German production.
Thursday to Saturday "Villa By the Sea." Another splendid British production.

STAR THEATRE

Special Matinees Saturday and Sunday at 2.30 p.m.

(At 5.30 and 9.20)

To-day and To-morrow "Bringing Up Father." George McManus's riotous comedy.
Tuesday and Wednesday "Morgan's Last Raid." Tim McCoy and Dorothy Sebastian in a whirlwind of adventure.
Thursday to Saturday "Blue Skies." A delightful romance featuring Helen Twelvetrees, William Orlamond and Claude King.

AN APPEALING LOVE STORY

In no picture ever screened have so many high class and high salaried kid actors been assembled as appear in "Blue Skies." Fox Film, the attraction at the Star Theatre from Thursday to Saturday. Their ages range from two and a half to ten years and many of them are real film "veterans," so to speak. Freddie Frederick, featured in this life in an orphanage, is one of the most versatile children in pictures. He is only seven years old but has been doing screen work for close to four years. Another youngster in the cast is Selmar Watson, two and a half years old, who does an amazing bit of acting. They were selected from among 75 applicants for two parts, 15 other children are with them, every one of them with previous screen experience.

With Freddie Frederick, Carmenita Johnson, a little girl of rare talent, is featured in the first episode of this delightful screen play. In the sound episode, Helen Twelvetrees and Frank Albertson portray the leading characters. Miss Twelvetrees is a well known actress from the New York speaking stage, a recent addition to the Fox galaxy of stars, while Albertson is a juvenile of much experience in pictures. Added to these are such splendid screen actors as Ethel Wales, Ross Gore and William Orlamond.

Paul Lenz, wizard of weird screen effects has done it again. He has turned out a mystery drama equally as thrilling and chilling as "The Cat and the Canary." It is "The Last Warning," also adapted from a Broadway mystery success, and also with Laura La Plante as the star.

WHILE THE CITY SLEEPS

THURSDAY AT QUEEN'S

Lon Chaney, who roles usually are those of menaces, has a new angle on his art in "While the City Sleeps." A sensational "thriller" showing at the Queen's today and tomorrow.

Never was he so deadly menacing as in some of his scenes. Still in these scenes, Chaney, and other his audience is with him. For he is menacing this time. Chaney, who look in some scenes, and them, Chaney plays a part in the story.

Chaney plays a part in the story of the New York police, and a deadly gang war is the background of the story. A pretty love tale is woven through it.

Chaney rounds up desperate crooks in a thrilling machine gun battle, a sensational street chase, a battle on the roof of a city. Intimate details of secrets of the Tombs, the "shadow box," dreaded by criminals, and other "close-ups" of police practice are shown.

It is a marvelous detective story, set as a background to live in the underworld, and is enacted by a notable cast. A. P. Younger, of "Brown of Harvard" and Twelve Miles Out" fame, wrote the play, which Jack Conway directed.

Anita Page, Metro-Goldwyn-Mayer's blonde discovery, plays the leading feminine role, and Mae Busch, who last played with Chaney in "The Unholy Three" is with him again.

"THE VIKING"

Produce. Entirely in Natural Colours

Cruising out over the Pacific Ocean in an open boat was quite an experience for the members of the Technicolor Company, filming scenes for "The Viking." A picture based on Ollie A. Lijencrantz's famous novel "The Thrall of Lief the Lucky." The production, a Metro-Goldwyn-Mayer release, done entirely in colour, will come to the Queen's Theatre shortly.

In a Viking ship, a replica of the Gokstad, a barge of the Tenth Century, the personnel of the Technicolor company comprising over one hundred men and one woman, Pauline Starke, the leading lady, set sail from San Pedro harbour to take the ocean scenes. Never has this famous shipping port witnessed such a sight as the Viking ship, manned by "Norse Vikings" costumed in the regalia of a thousand years ago. As the Gokstad, rowed by fifty oars, passed the giant ocean liners of today, it looked just like a large sized lifeboat such as is carried on modern vessels.

From Norway to Greenland, and from Greenland to a "land beyond the seas," so history relates, sailed "Lief the Lucky," warrior and adventurer in a discovery of America, long before the days of Columbus. And he sailed in just such a boat as the Gokstad. He sailed on for weeks, perhaps months, not knowing what lay beyond the horizon of the then considered "square" world. Faith in the new God, alone, carried "Lief the Lucky" onward.

This epic story of Viking days is presented throughout in natural colours with the improved Technicolor process, and is the visualisation of the poetic era of the Tenth Century, reproduced with convincing realism.

Pauline Starke, Donald Crisp and Loring Mason head the brilliant cast. Others include Julia Swayne Gordon and Claire McDowell.

"Skirts" is laugh medicine of the strongest brewing. It has everything which makes a comedy amusing and worthy of consideration. Our advice is—don't miss it this time, it's the greatest laugh treat since "Charley's Aunt."

The Cinema Page

FAMOUS CARTOON FIGURE IN FILMS

The world's funniest famous family, the Jiggs of comic-strip renown, will bring their riotous squabbles and reconciliations to the Star Theatre today when Metro-Goldwyn-Mayer presents them on the screen in a Cosmopolitan production, entitled "Bringing Up Father." It is a rollicking comedy and brings to film audiences the popular comic team, Polly Moran and Marie Dressler. The picture is a liberal adaptation of George McManus' famous cartoons. Polly Moran plays Maggie, the indomitable wife of Jiggs, and Marie Dressler takes the role of Mrs. Dink Moore. James Earle Ray, well known character actor, is Jiggs. Gertrude Olmstead, who came to the screen in a way of a beauty contest, is the Jiggs' beautiful daughter.

The picture begins when the Jiggs, strange passengers from Dublin, arrive in America in company with the Dink Moores, and goes then on to the time they at last to high but their comical, and abiding origin in their entertainment of nobility at a Long Island show place.

REGINALD DENNY

"Red Hot Speed" a Fast Comedy

TO-DAY AT QUEEN'S

Theatre-goers will remember Denny a few years ago as the star of the popular "Leather Pusher" series. Directed by Harry Pollard, these two-reel comedy dramas of the prize ring were the first to show Denny's comedy attributes. Starred in feature length comedies by Universal at the conclusion of the "Leather Pusher" series, the clever comedian has more successes to his credit than any other male star.

Such pictures as "California Straight Ahead," "Skinner's Dress Suit," "Out All Night," "Oh, Doctor," "That's My Daddy" and "The Night Bird" are still fresh in the minds of film lovers, but, according to reports, none of Denny's earlier efforts equal "Red Hot Speed."

An excellent and widely known cast appears in support of the star in "Red Hot Speed," with the beautiful and talented Alice Day, one of the 1928 Wampas Baby star, in the featured lead.

The story concerns a young assistant district attorney and his campaign against auto speeders. A beautiful, and spirited society girl, convicted of speeding, is paroled in his custody. Then his troubles begin especially since she is the daughter of the editor backing the anti-speeding campaign. Alice Day plays the part of the girl.

THE LAST WARNING

The greatest mystery picture ever filmed, you remember the thrills and chills of that outstanding success, "The Cat and the Canary." The same production abilities have combined in "The Last Warning," and they have surpassed their previous effort in the mystery field.

The story is entirely different and the director, Paul Leni, defies anyone to solve the mystery beforehand. Laura La Plante is starred. A great cast is in support. The photoplay is from the stage play of the same name which ran for so long on Broadway.

The story takes place in a haunted theatre. The eerie things begin to happen when a producer rents a theatre which has been vacant five years.

"SKIRTS"

Syd Chaplin's Famous Comedy

There is not one dull moment in "Skirts"—it is so crammed with laughs that there is hardly room for anything else.

"MAXIM'S BAR BOY"

An Unusual, French Comedy At World

"Maxim's Bar Boy," today's feature attraction at the World Theatre, is a lively comedy full of unusual situations and a surprise ending. The story concerns the amusing adventures of Julien, the most popular waiter in Paris, who has made a mint of money in tips during his service at "Maxim's," a famous Parisian Cabaret. He owns a mansion in the country, where his beautiful daughter, Mimi, holds sway, entirely in ignorance of her father's real occupation. She falls in love with a handsome young man and is willing to marry him, but her father falls to the ground when her father informs her that her lover is none other than an adventurer. Mimi refuses to believe this, however, and insists that her fiancé is a good man. Complications enter the romance when Julien's identity is discovered and from this point, the story moves swiftly to a satisfying climax. The cast is headed by Eric Barclay, the popular English screen star, and Olga Barry, also a Continental movie favourite. The Chinese picture "The Unconquerable" will be shown at the 2.30 and 7.15 performances.

QUEEN'S

EXTENDED ENGAGEMENT OF

TORCAT'S ROOSTERS

FOR TWO DAYS ONLY.
SPLENDID OPPORTUNITY FOR CHILDREN!

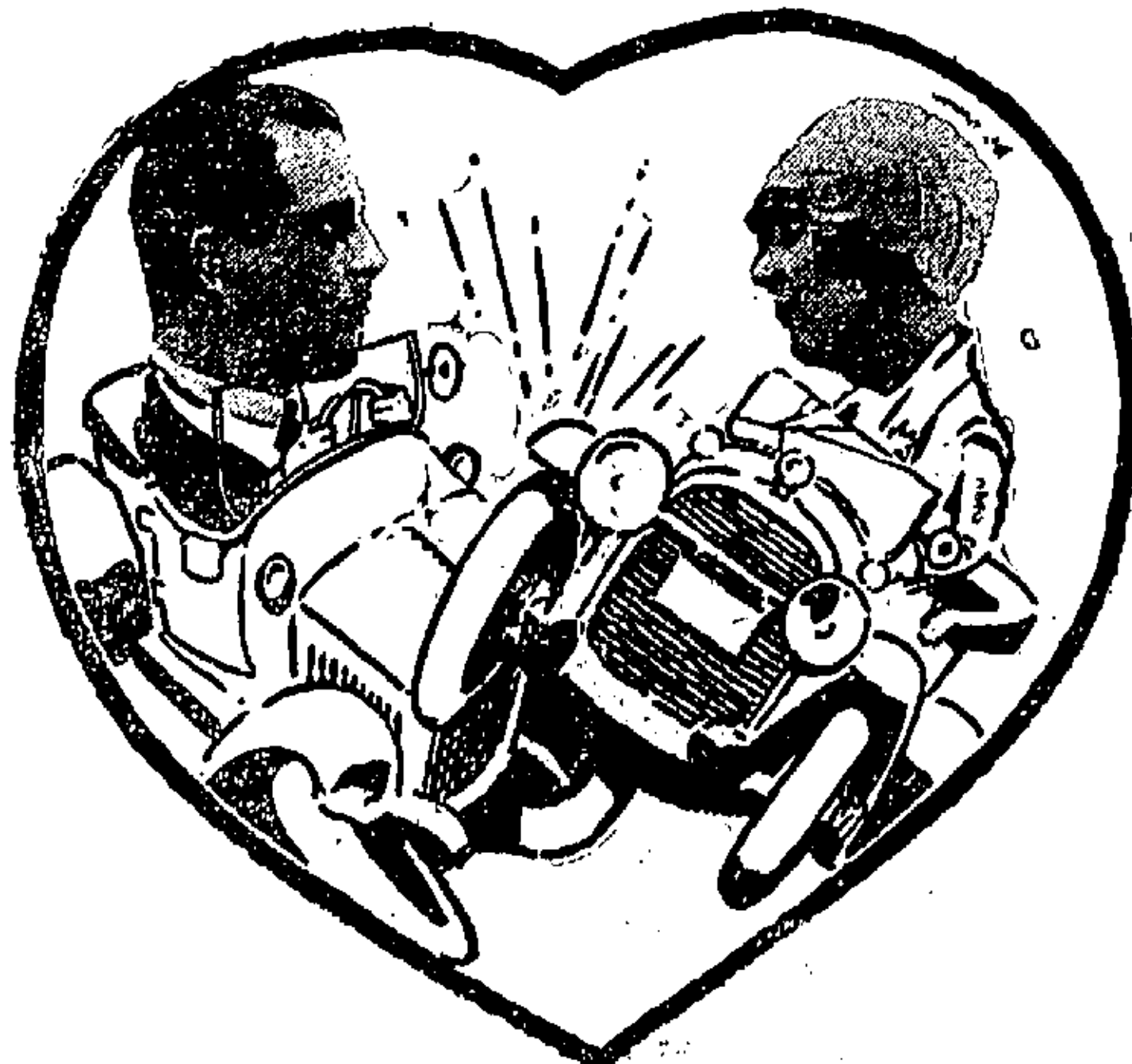
NOTE THE TIMES.

SUNDAY at 2.30, 5.10, 7.15
MONDAY at 2.30 & 7.15

SPECIAL ATTRACTION!

RED HOT SPEED

A Fast Comedy of Speed and Traffic Laws and a Girl who couldn't drive slow!



REGINALD DENNY

A merry, rollicking tale of Motor Trouble and Heart Trouble. He haled her into court for breaking the speed laws—and then courted her for breaking his heart!

AT THE

QUEEN'S TO-DAY & TO-MORROW
AT 2.30, 5.10, 7.15, & 9.20.

A RIOT OF MIRTH!
BRINGING UP
FATHER

George McManus' famous comic strip brought to the screen in a riotous comedy of the family which tried to drag poor father up to Society's gilded heights!

AT THE
STAR

TO-DAY AT 2.30, 5.30 & 9.20.
TO-MORROW AT 5.30 & 9.20

MARY ASTOR

"Patrician of the Screen" in Remarkable Drama

"ROMANCE OF THE UNDERWORLD"

Regal beauty—especially in pictures—usually is fatal to a career. Take Mary Astor, Fox Film player, who has been called the "Patrician of the Screen."

For several years producers could not seem to see Miss Astor in anything but period pictures, supporting such stars as John Barrymore, Douglas Fairbanks and Richard Barthelmess. None knew better than Mary Astor that supporting such stars to do anything else but look pretty. A few months back Mary Astor signed up with Fox Films and made known her wishes to do some acting. She was put to the test, and a severe one, being assigned the feminine lead in "Dressed to Kill," a story of the underworld in which she played the part of a consort of crooks. Her work amazed the film colony and the public, and she has come right back with an almost similar characterization in "Romance of the Underworld," showing at the Queen's theatre on Tuesday and Wednesday.

Her success in this Irving Cummings picture is even more pronounced than in the earlier one. "Romance of the Underworld" is based on Paul Armstrong's Stage play of the same name. It abounds in thrills and is notable for the superlative acting and the faultless direction.

BRITISH FILM

Splendid Acting in "The Villa By the Sea"

One of the most remarkable British pictures yet produced is "The Villa by the Sea" coming to the World on Thursday.

Presented by Butcher's Film Service Ltd., it tells a story of romance and intrigue and a man's sacred devotion to duty. An amazing story written and produced by J. de Baroncelli.

Not content with the wonderful facilities placed at his disposal, the producer has been at pains to portray the characters as they really exist.

This film will arouse profound interest because one is taken to the coast of the Riff country, while the naval scenes produced with the full co-operation of the French navy provide a thrill of amazing magnitude. J. de Baroncelli has brought to bear in the production of this film a keen understanding of psychology and has the assistance of a cast who have cleverly interpreted his wishes.

The heroine has found in Dolly Davis an ideal interpretation—her expressive portrayal of a delicate dramatic role brings to play all the wonderful arts of her genius.

Charles Vanel in the role of a naval lieutenant makes an imposing and true to life figure—torn between duty and love for another man's wife he makes us live with him through many tragic moments.

Maxudian has a different role to portray—his interpretation of the husband—an enemy of his wife's country, is a wonderful piece of work.

"The Villa by the Sea" is not a war picture—the main theme of the story is romance, intrigue, life aboard a palatial yacht, and behind the barred windows of the Villa.

The desire to know the future is strong in us all. But not everybody cares to have his past exposed. This phase of human frailty is carefully displayed in Universal's picture "The Charlatan." Holmes Herbert the Hindu clairvoyant is excellently cast.

FUTURE EVENTS

Films That Are Coming Here

"The Viking." A tale of a thousand years ago, made into a picture sensation. Produced entirely in natural colours. Starring Pauline Starke, Donald Crisp, Le Roy Mason, Claire MacDowell and Julia Swayne Gordon.

"Tide of the Empire."—Peter B. Kyne's epic of the Argonauts. With Renee Adoree, George Fawcett and William Collier Jr.

"The Last Warning." Laura La Plante in a weird mystery story that will thrill. Eerie happenings in a haunted theatre; warning messages from unseen hands; hidden dangers everywhere!

"She Goes to War." An United Artists' feature production with Eleanor Boardman and Al. St. John from the story by Rupert Hughes.

The "Charlatan." The story of a pseudo fortune-teller.

McCOY IN AN HISTORICAL ROLE

Colonel Tim McCoy, hero of a score of Western thrill dramas, is star of a more historical and deeper sentimental story in "Morgan's Last Raid," the new Metro-Goldwyn-Mayer picture, showing at the Star Theatre on Tuesday and Wednesday.

Previously, a majority of the dynamic McCoy's adventures have been in the land of the Indians, the cattle country and in the desert. In his new picture, however, he wears the gray uniform of a loyal Confederate who, when Tennessee secedes from the Union, joins the colours and becomes the leader of one of the most aggressive bands of raiders in the conflict.

McCoy's military training, his expert horsemanship and compelling personality have never been more manifest than in "Morgan's Last Raid." Miss Sebastian looks like a cameo in her dainty crinoline frock and makes the most of a part demanding a very fine bit of acting. Wheeler Oakman, Hank Mann, Montague Shaw and Allan Garcia are prominently cast. Nick Grinde has directed "Morgan's Last Raid" from the screen play by Bradley King.

Movie Correspondence

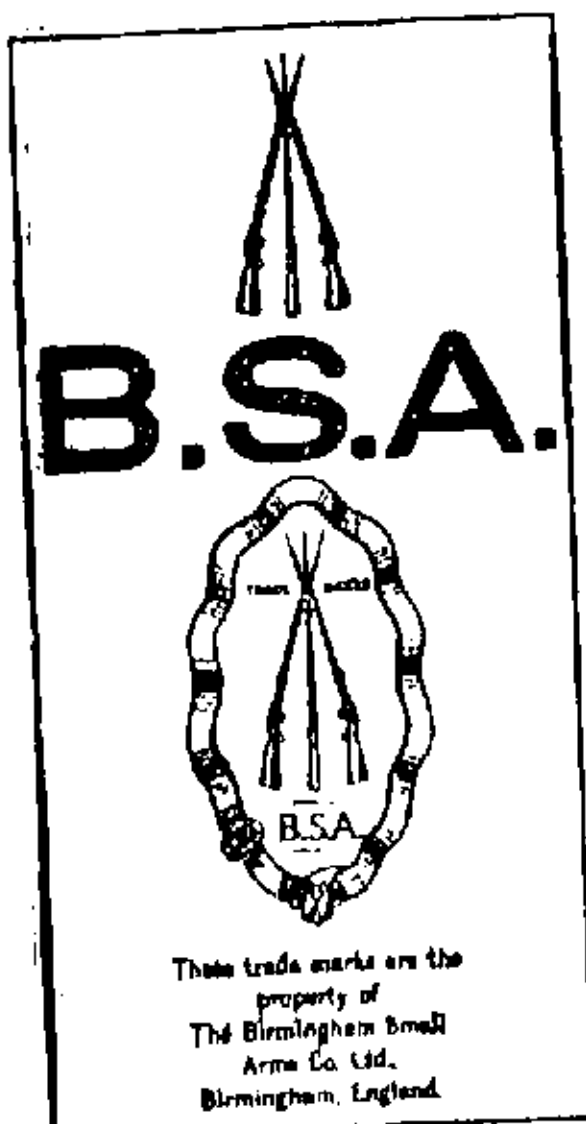
A. L. P.:—Lon Chaney was born on April 1st, 1883 in Colorado Springs, U.S.A. He was born of parents who were both deaf-mutes and it is from them that he claims that he has inherited his sense of pantomime.

F. O. S.:—Fay Compton made her professional stage debut with Pellissier's Polka.

E. L. A.:—There are two other Conklines in the film business. Charles and William. The former played the coloured servant in "George Washington, Junior," and the latter in "Fifth Avenue Models."

The Cinema Page editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

MOTORISTS THIS IS YOUR PAGE



THE MARK
OF
POWER
SPEED
SILENCE
SAFETY
ECONOMY
RELIABILITY

AS EVIDENCED IN

B.S.A. Motor Cycles

OF WHICH WE ARE KEEPING A LARGE RANGE

Apply for Particulars to

THE SINCERE CO., LTD.

SOLE AGENTS.

MONET-GOYON & F.N.

SHIPMENT OF 1930 MODELS
EXPECTED SOON

PRICES REDUCED FOR 1929 MODELS

SIDECARS ACCESSORIES SPARE PARTS
IN STOCK.

Easy Payment Plan.

THE FRENCH MOTOR CYCLE CO.,

46, Nathan Road, Kowloon.

HARLEY-DAVIDSON

1930
MODELS
EXPECTED SOON

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242. 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

TO ALL
"TRIUMPH" OWNERS
IN HONG KONG & SOUTH CHINA!

Please send us particulars of your Car or Cycle to enable
us to bring our Register of "Triumph" owners up to date.

THE GLOBE AUTOMOBILE CO., LTD.

1, Canton Road,
KOWLOON.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Stix"]

Mechanising The Army

The seventeenth repeat order from the British War Office for eighteen Guy 3.5-ton subsidy type chassis has now been completed, and the chassis have recently been delivered.

Small Cars Popular

The increasing popularity of the British small car is proved by figures announced by the Singer Company recently. These show that in the first nine months of the present financial year the output of Singer Juniors was just 60 per cent. greater than that during the corresponding period a year ago.

Largest Motorists' Organisation

On June 12 the membership of the British Automobile Association passed the 400,000 mark. New members are joining at the rate of over 2,000 per week, and the present season will undoubtedly be marked by a considerable expansion of British motoring. Every A.A. member is a direct subscriber, the Association having no affiliation arrangements with any other bodies. It is the largest organisation of motorists in the world.

A Competition Ruling

Repeated victories by the Model A Ford in the Buenos Aires, Mar del Plata, Buenos Aires, race in Argentina has resulted in a ruling barring the car from competing hereafter in its own price class, although it may enter other classes and compete against cars of much higher price. The Model A entered one of the higher classes in a recent run and won first place. Numerous reports have been received of victories for the Model A Ford in European countries.

"This Hill is Dangerous"

Porlock Hill, in Somerset, has long been notorious in motoring circles as having one of the steepest gradients in the West of England. The average is 1 in 4. Not long ago Messrs. Benn & Sons, of Bristol, arranged for a demonstration with a Star Flyer, and selected the redoubtable Porlock Hill to prove to twenty-six well-known local coach and omnibus proprietors the ability of this model to make light of severe gradients of this nature with a full load of passengers on board.

More Than a "Life Sentence"

Most motorists would say that after 100,000 miles a car was "finished"—that it had served its life sentence and was fit only for the scrap heap. Yet news comes from Coventry that a privately-owned Humber car there has now completed no less than 300,000 miles. It is still going strong, and, even after a quarter of a century's running, is capable of 40 miles per hour! This is surely a record of longevity, and is one of which both owner and manufacturers may well be proud.

All-Metal Freight Bodywork

The advantages of using metal entirely, or almost entirely, in preference to wood for certain types of freight-carrying bodies have already been well demonstrated (says "Motor Transport"). Of special interest is the use of aluminium alone or in conjunction with steel. In one example aluminium construction for a 2-ton tipping body represented a weight saving of 300 lb., and in another case a reduction of 2,000 lb. was gained in a high lift tipping body of 7 cu. yd. capacity. Upkeep costs too are reduced to a minimum, and an old aluminium body has a high scrap value.

Special Cars for the Alps

The chief of the Swiss postal motor car service, writing in "Bus and Coach," has some impressive details to give about the Alpine Services. The coaches are specially built, a large proportion being fitted with 6-cylindred engines of 100 h.p. Even the sharpest turns can be taken without reversing. Only cars with engine brakes are used, and it is noteworthy that in 10 years of this service there has not been a single accident worth mentioning. Last summer the total mileage run in the Alps was 514,700, and there was only one trouble in every 11,700 miles, including tyres.

Pneumatic Tyres for Heavy Loads

In view of the modern demand for smooth, silent running and high average speeds, a solid-tyred vehicle carrying less than about 6 tons may be considered almost an anachronism.—Motor Transport.

A Diesel-Engined Tank

Recent tests by the French War Office with a Diesel engine on a tank resulted in a very favourable report being sent to headquarters, according to "Motor Transport." Apart from lower operating costs the main advantages of the type are the almost total elimination of fire risks and a 2.5 times increase in the radius action.

Oil Cleaned by Hot Water.

Increasing attention is being directed to the economical advantages of reconditioning old engine oil for re-use, and many different types of recovery plant are now available. One of the latest to appear on the British market was recently described in "Motor Transport." In principle it differs from many similar plants, as it depends entirely upon the circulation of hot water for cleansing the oil.

Steering Gear Design

"Not all designers or manufacturers have realised that some of the steering equipments that were more or less suited to the practical needs of the passenger chassis that were current a few years back, with their maximum designed speeds of 20 m.p.h. or so, are far from being as satisfactory as they should be now that bus and coach speeds run up to, and even exceed, 60 m.p.h."—Bus and Coach.

Advantages of Chromium Plating

According to "Bus and Coach," a number of enterprising coach owners have specified chromium-plated fittings on their new vehicles. It costs more than conventional finishes but from the user's point of view the smart appearance is an obvious asset, whilst the time and labour saved in cleaning should offset the additional cost.

"Stick No Bills"

On the subject of display advertisements on the exterior of motor coaches, "Bus and Coach" considers these of little value for, unlike an omnibus which is frequently at a standstill, the coach travels at speeds too high to leave sufficient impression to justify displaying the coach work. The only desirable form of advertisement is the one which conveys information to passenger in regard to available coach services.

Those White Lines

"Motor Transport" points out that many white lines are laid with but little knowledge of driving conditions. A line laid exactly in the middle of the road at a bend is seldom the best position owing to the camber of the road being adverse to a vehicle approaching a right-hand corner. Thus, the white line should allow more room for a machine taking a turn to the right.

Simplicity in Maintenance

The requirements of present-day passenger conveyance tend towards higher performance efficiency, and "Bus and Coach" points out that to some extent this is only obtainable by the addition of features which adversely affect accessibility and therefore maintenance. In Britain users expect their machines to give efficient service over a long period, and they realise that this is dependent upon a regular and systematic maintenance routine. There is thus a universal demand that the number of parts requiring adjustment and lubrication be reduced to a minimum.

TRY COMPETITIVE BRANDS

OF

MOTORCAR ENGINE LUBRICANTS

So that you may all the more appreciate the difference in quality between our NEW MOBILOIL and the "JUST AS GOOD AS MOBILOIL" brands offered by competitors at a lower price, we respectfully suggest to you that you try any competitive brand of motorcar engine oil—regardless of price—you may fancy.

You may think it queer of us to suggest to you that you give your money to competitors instead of giving it to us. There is nothing at all queer because we really desire that you should know that there is all the justification in the world for the price we ask for our NEW MOBILOIL; and the only way is for you to draw a comparison by actual test.

Drain the crankcase of your engine while the engine is hot, and refill with your choice of competitive brands.

VACUUM OIL COMPANY

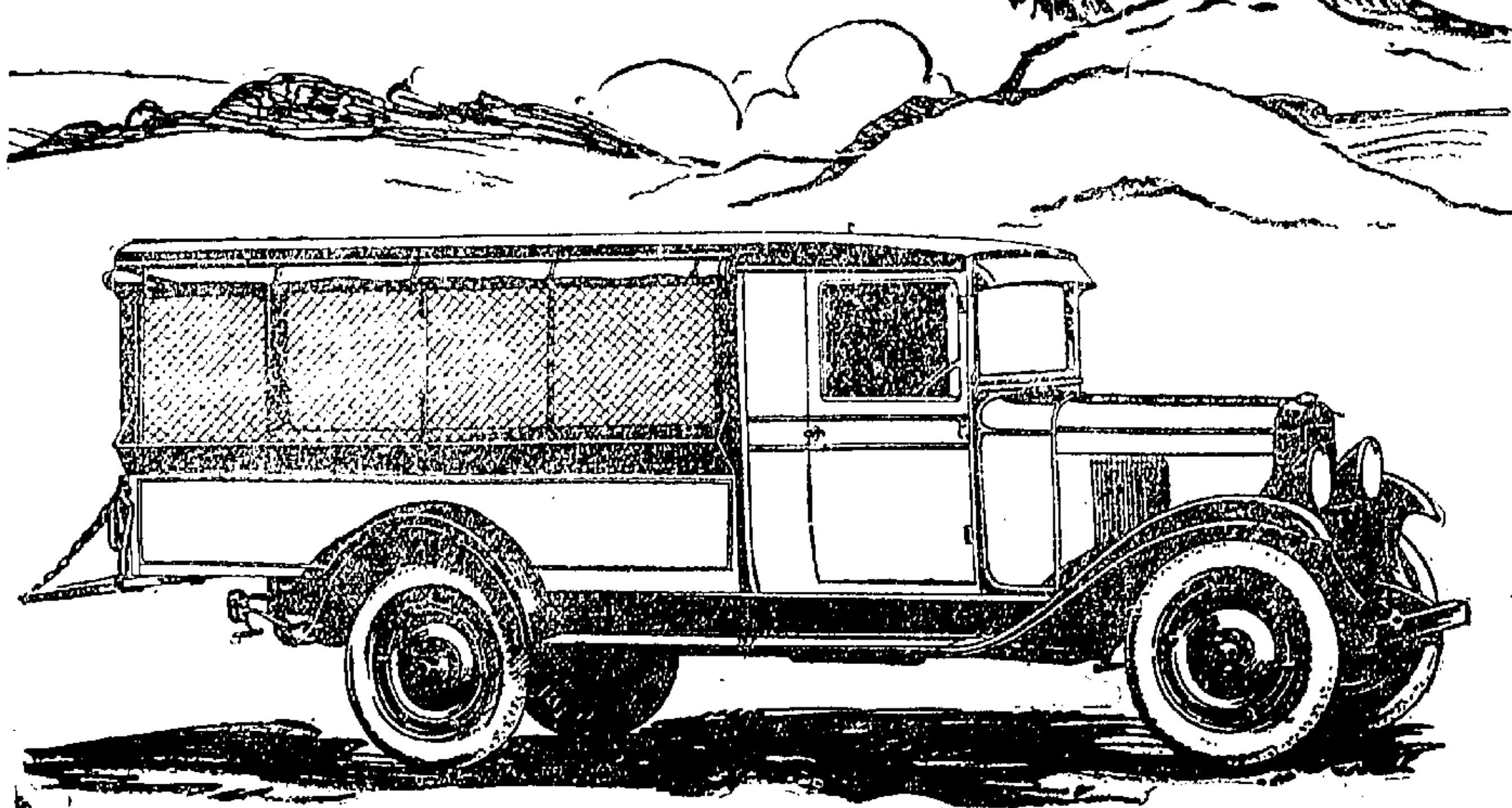
Carrying 5 Tons

In order to demonstrate the value of the Guy six-wheeled vehicle in countries where roads are of a primitive nature or are actually non-existent, a 5-ton vehicle with a full load was recently driven up one of the most severe hills in Shropshire, where in places the gradient was as much as 1 in 2. The Guy vehicle was the first to accomplish such a strenuous feat.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald" are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

Get the Facts Before You Buy



Hauling costs must now be revised... since the introduction of the new Chevrolet Truck. The longer you drive it—the more work you give it to do—the more you will understand why it is acclaimed the outstanding Truck of Chevrolet History.

Day after day, no matter how you may load it to capacity—how strenuous the service you give it—how rough or heavy the going or how steep the routes—the New Chevrolet Truck hauls its load quickly, surely and at such low ton-mile cost that Chevrolet's reputation for

economical transportation is carried a big step forward.

Contributing to this desirable performance is a sensational new 6-cylinder valve-in-head engine incorporating the largest group of basic engineering advancements that Chevrolet has ever announced—a rugged rear axle that carries the load and twisting—a design and construction that keeps the truck out of the repair shop, working for you.

Let us show you how to put your hauling on the most profitable basis.

1½ TON CHASSIS
COMPLETE HK.\$1,510.

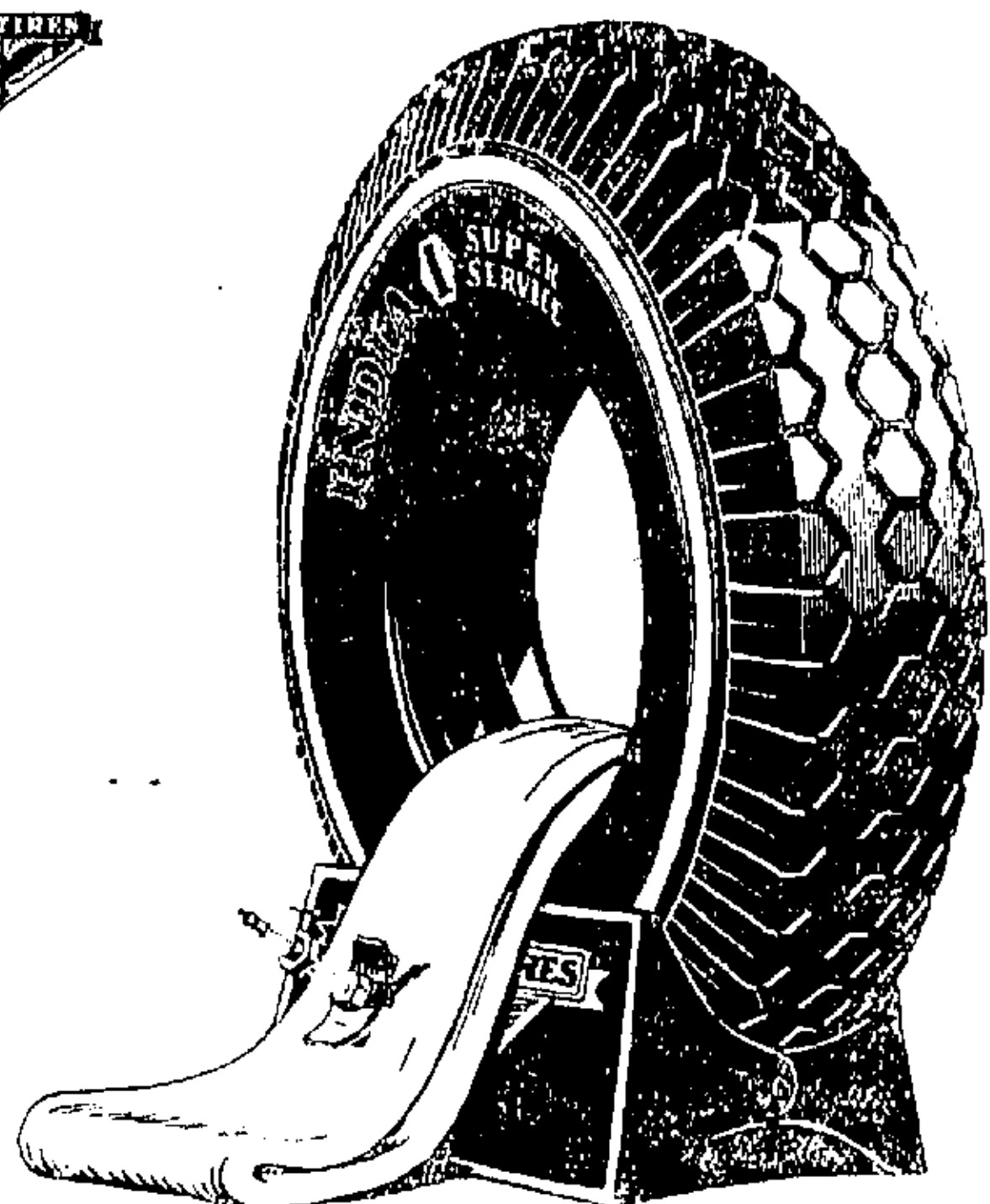
for Economical Transportation



The
Outstanding
Truck of
Chevrolet History.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central Tel. Central 4759.



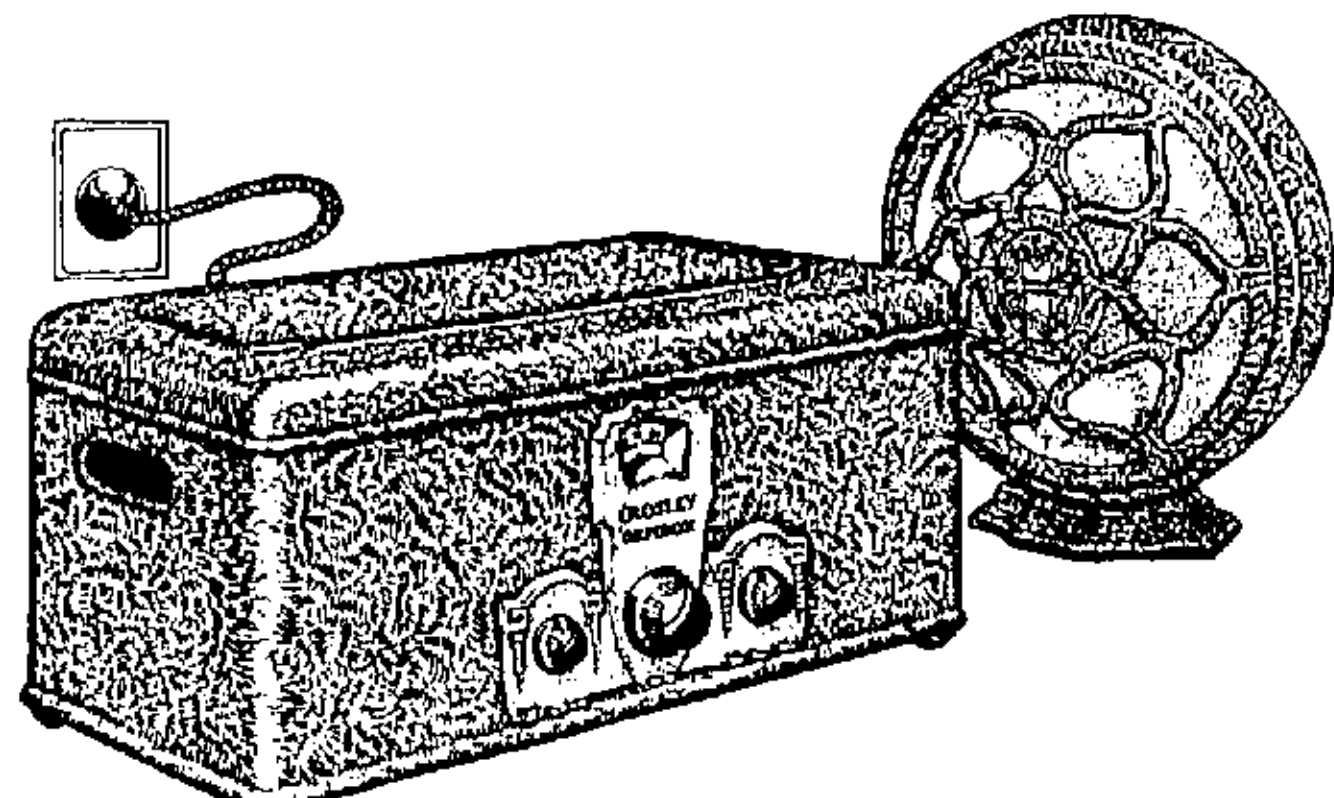
NOW WATCH FOR THE RED STRIPES.

The RED STRIPE is the distinguishing Mark of INDIA TIRES. After long experience in the tire business, we are convinced that it pays to handle only the finest tires that money can buy. We are therefore pleased to announce that we have been appointed exclusive Distributors for

INDIA TIRES
FAMOUS FOR QUALITY

W. R. LOXLEY & CO.
HONG KONG. Tel. C. 2533.

CROSLEY RADIOS



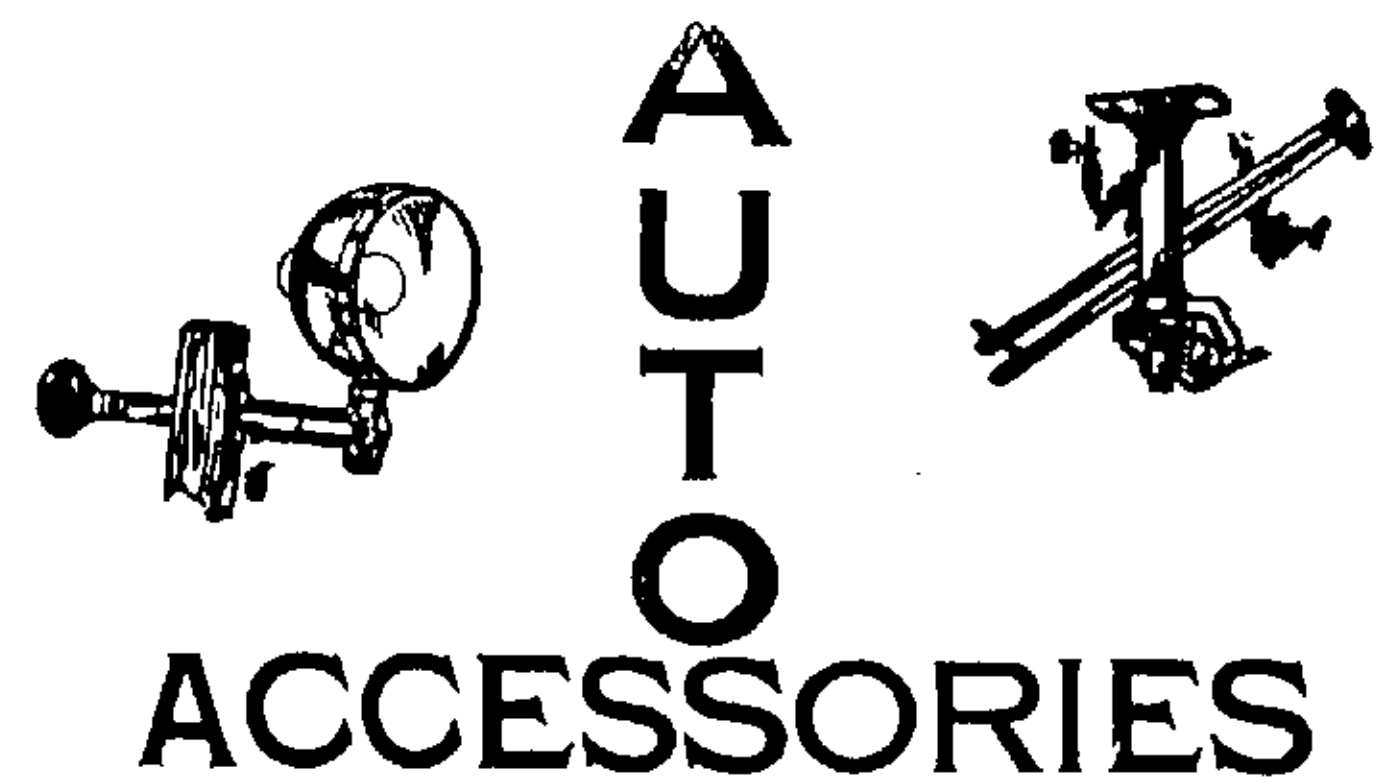
THE NEW A C ELECTRIC 7 TUBE
GEMBOX

OPERATES 200 VOLT 50.60 CYCLE
COMPLETE WITH DYNACONE "F"
H.K.\$286.00

Come and have a demonstration at
THE SUNLIGHT CO.
137, Des Voeux Rd., C.

Distributors for Hong Kong & South China:

THE ASIATIC AMERICAN COMPANY
48, Stanley Street. Tel. C. 244.



THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts
Batteries,
etc., etc



Electric
Accessories,
etc., etc.

NEW RING

For Motor Car Engine Pistons

Experiments have shown that about half the total mechanical losses in an internal-combustion engine are due to piston friction. When the rings are in good condition, the proportion of friction due to the rings is small, but it may be considerably increased by gas pressure behind the ring, or by the latter becoming gummed. Many efforts have been made to improve on the simple split ring, but the majority of these have been directed with a view to reducing the gas leakage past the slot. It is probably of more importance to prevent leakage behind the ring, and with this object in view, Messrs. The Cork-Sealed Piston

Ring Company, of Denver, U.S.A., have designed and placed on the American market a ring which is fitted with a soft fibrous backing. This backing, in the form of a gasket, is made from powdered cork. In the process of manufacture, the gasket is subjected to great pressure to consolidate the material, and is treated with chemicals to make it heat resisting. Two grooves are cut inside the cast-iron ring, and on the outside of the gasket there are corresponding projections, which fit into the grooves and increase the contact surface between the ring and the gasket. The gaskets are made in strips of different thicknesses; they are laid in the piston groove, and the ring sprung into place in the usual way. The action of the cork can readily be followed. No pressure can get behind the ring, and any wear is taken up by the expansion of the gasket. It has been found that rings fitted in this way give full compression with very low wall wear and prevent carbon deposit behind the rings, and it is also claimed that they eliminate the knock on the piston caused by a too early ignition. The rings have been tested on a Buick and a Willis-Knight car. The engine was opened up for examination after 37,000 miles running in the former case, and after 31,000 miles running in the latter. It was found that the ring showed no appreciable wear in either case, the only attention necessary being the renewal of the gaskets. The rings are, of course, suitable for use on other types of engine, and can also be employed with advantage in compressors.—"Engineering."

BUYER'S RIGHT

Car Purchase By Instalments

A suit of considerable interest to those who sell or buy motor cars on the instalment plan, has just been decided in the Bombay High Court by Mr. Justice Wadia. Mr. Brimji Dalal, the plaintiff in the suit, is a solicitor and defendants were the Bombay Trust Corporation.

The plaintiff in June 1924, negotiated with the Bombay Cycle and Motor Agency, Ltd., for the purchase of a car for Rs. 5,150. As he was not in a position to pay the whole of the purchase price at once he applied to the defendants to arrange for payment of the purchase price. The application was accepted by the defendants and a formal agreement was executed on June 9, 1924 it being arranged that after the first payment of Rs. 2,150 the plaintiff was to pay to the defendants six monthly instalments of Rs. 530 each. The plaintiff however made default in the payment of the fourth instalment which became due on October 2, 1924, and the defendants took possession of the car from the plaintiff's residence during his absence.

Plaintiff's Contention

The plaintiff, on coming to know of the seizure of his car, immediately tendered to the defendants the amount of the October instalment and asked for the return of the car, but the defendants refused to accept the instalment or return the car. The car was eventually sold by the defendants on December 11, 1924 for Rs. 3,200. The plaintiff contended that in a true construction of the agreement he was the purchaser of the car; that although the agreement purported to be on the hire purchase system there was in fact no hiring and that the property in the car had passed to him and he argued accordingly that defendants were not entitled to sell the car without his consent.

The plaintiff prayed for an order for delivery of the car to him on payment to the defendants of the remaining three instalments or in the alternative, for purchase price of the car, namely, Rs. 5,150 less than the total amount of the remaining three instalments, or, in the further alternative, for the sale proceeds less than the said instalments. He further claimed Rs. 1,000 as damages for wrongful conversion.

Effect of Agreement

His lordship, in delivering judgment, observed that the real question in dispute was the true meaning and effect of the agreement in the suit. Its substance was to be ascertained by a consideration of the rights and obligations of the parties arising from the agreement. The point for consideration was whether the agreement was only a hire purchase agreement or whether, despite the language used, the transaction was really a sale under which there was an obligation to buy the car. It had been laid down by English courts that under a hire purchase agreement the hirer had only an option to purchase the goods hired to him and he was under no obligation to purchase.

Contract of Sale

After reading the agreement in the suit, it appeared to his lordship that the plaintiff was bound to pay the whole of the purchase price for the car by instalments and on his failure to pay any of the instalments he would be committing a breach of contract and would be liable to pay damages. There was no option to the plaintiff to return the car to the defendants. His lordship accordingly held that the agreement in suit imposed an absolute condition upon the plaintiff to purchase the car; in other words, it was a contract of sale and the property in the car passed to the plaintiff on the execution of the agreement. In the event of the plaintiff committing any default, leave and licence was given to the defendants to seize the car and they would have been entitled to claim a lien upon the car until the instalments in respect of which there was default were paid, but they had no right to sell the car because the leave and licence given to them did not confer upon them any property in the car.

His lordship next discussed the question as to whether on the seizure of the car the defendants were entitled to forfeit all the instalments which the plaintiff had already paid. There was no specification of the gasket. It has been found that rings fitted in this way give full compression with very low wall wear and prevent carbon deposit behind the rings, and it is also claimed that they eliminate the knock on the piston caused by a too early ignition. The rings have been tested on a Buick and a Willis-Knight car. The engine was opened up for examination after 37,000 miles running in the former case, and after 31,000 miles running in the latter. It was found that the ring showed no appreciable wear in either case, the only attention necessary being the renewal of the gaskets. The rings are, of course, suitable for use on other types of engine, and can also be employed with advantage in compressors.—"Engineering."

DESIGN OF MOTORS

Simplicity Is Aim Of Engineers

Commenting recently on the modern automobile engine, a leading engineer declared that simplicity in design is the goal to-day throughout the entire automobile industry. Scientific study, this engineer stated, has shown many places where the reduction in parts could easily be made provided the engineer should adapt himself to new practices.

It is pointed out that fewer parts mean less necessity for adjustments, provide a longer life, smoother operation and increased efficiency. Every unnecessary part, or every part which could be eliminated through a change in design, is a material forward step in the production of a silent, efficient engine which will give longer period of service with a minimum upkeep cost.

The old lubrication systems are recalled which required individual sight feeds for each part covered by the oiling system. Now a single oil gauge tells the story. One of the major questions that confront automotive engineers today is that of valves, which are the controls on the arteries and veins of the motor. One opens up the way for the passage of the fresh gases to give power to the engine, the other opens up the way for the discharge of the dead gases to make way for a new intake. It is a known fact that the simpler the operation of the valves can be made, the greater the silence and efficiency of the power plant.

The goal of engineers is to eliminate valve noises, valve adjustments and to overcome any natural tendencies in valve construction to hamper the operation of the motor at any speed.

The original development of the Knight sleeve-valve engine, such as is used in all the Willys-Knight sixes produced by the Willys-Overland Company, came as the result of a careful study of valve operation. The purpose of the motor was to eliminate valve clatter, reduce valve mechanism and to increase the efficiency and life of the motor and the original principle of the engine has never been changed although it has been developed and improved constructionally.

The principle of two sleeves operating inside each cylinder wall, to control the inlet and outgoing gases, seemed a logical solution of many of the problems confronting the designing engineer.

These sleeves automatically eliminated a number of parts and furnished an opportunity to carry the valves or ports in the sleeves themselves and the operation of the sleeves was a simple matter.

As general use of this type of motor on the part of the motor public built up the sources of information from which engineers could determine the efficiency of this type of construction, it was learned that not only did the sleeve-valve principle do away with all the usual valve problems but that the operation of the motor was such that even the usual carbon difficulties were largely eliminated and the life of the motor materially lengthened.

The power and speed developments of the Knight sleeve-valve engine as it is now being built, the exceptional life which they have shown, and the fact that nothing else has yet been developed which approaches this form in simplicity, has attracted the attention of the engineering world as well as the great army of motor car users in steadily increasing numbers.

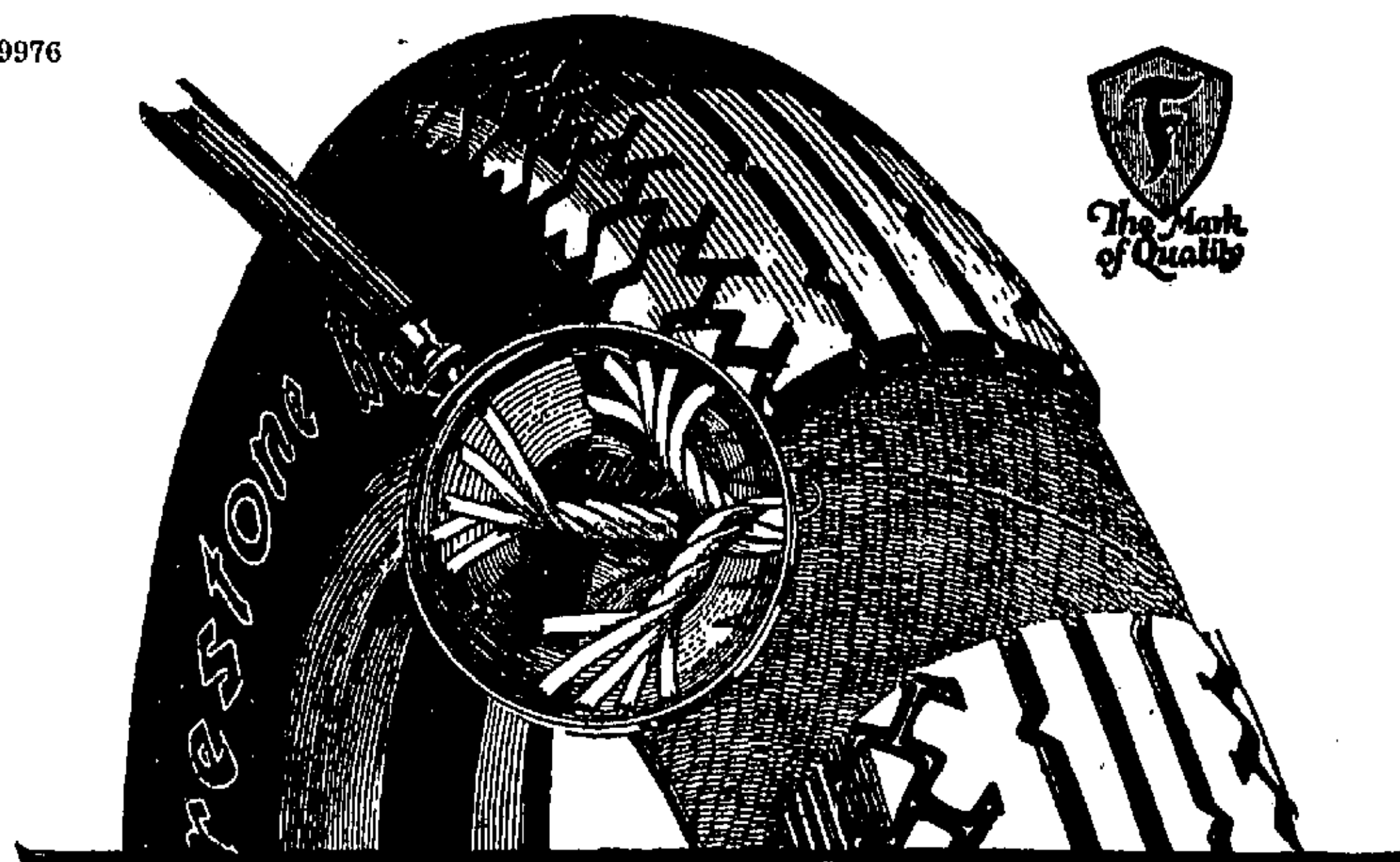
He clause in the agreement to forfeit the amounts already paid, but it was provided that on the breach of any of the terms of the agreement the defendants, without prejudice to their rights, could claim arrears of instalments and damages, terminate the hiring and retake the possession of the car. In his lordship's opinion, the plaintiff was entitled to be relieved from the forfeiture of three instalments paid by him. He would be entitled to the relief on payment of the remaining three instalments with interest thereon.

Liable to Damages

As regards the question of wrongful conversion, his lordship observed that the defendants were entitled to obtain possession of the car under their leave and licence clause, but only for a limited purpose. As they exceeded the limit and deprived the plaintiff of his property in the car by selling it, they became liable to him for damages. The plaintiff was not entitled to recover the full value of the car, but to be compensated according to the actual damage he sustained. This would be the value of the car to the plaintiff at the date of conversion. The plaintiff was therefore entitled to recover the sum of Rs. 3,200 less the amount of unpaid instalments as and by way of damages.

His lordship accordingly passed a decree in favour of the plaintiff for Rs. 3,200 and Rs. 184-5, the insurance premium paid by the plaintiff, less Rs. 1,590 and interest on Rs. 1,590 at 6 per cent. from October 2, to December 11, 1924, with costs and interest on judgment.

29976



GUM-DIPPED for Extra Quality-Extra Miles

The Firestone process of Gum-Dipping is one of the most important of the many Firestone contributions to more economical highway transportation. Dipping the cords of the carcass in a rubber solution thoroughly saturates and insulates every fibre of every cord with rubber, minimising friction that fatigues the cords. As Firestone service dealers in this locality, we sell and service these extra quality tyres, which are saving money for hundreds of thousands of motorists. Make our shop your headquarters for tyres and service.

MOST MILES PER DOLLAR.

Firestone

GUM-DIPPED BALLOON TYRES.

DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

Telephone Central 1246 or 1247.

THE DUNLOP TENNIS BALL



will be used exclusively
for the following Championships—

West of England
Championship.
Scottish Championships.
Scottish Hard Court Championships.
Irish National
and Hard Court Championships.
Austrian Championships.
of Cuba. National Championship of Czechoslovakia.
Professional Championships of Egypt.
German Covered Court Championships.
Championships of Hungary.
National Championships of Italy.
Championship of Mexico.
National Championships of New Zealand.
Championships of Poland.
Championships of Warsaw.
Spain — All Official Championships.
Sweden
Championships.
Orange Free State, South Africa.

\$10.00

per dozen

in airtight tins.

OBTAINABLE AT ALL STORES.

FORD AIRPORT

Praise From Director of Research

Dr. Frederick L. Hoffman, Director of Research, Aviation Business Bureau, writing his "Air Travelogues" for the Domestic Air News, published by the Aeronautics Branch of the Department of Commerce, comments on the position of Detroit in aviation and on the facilities at the Ford Airport.

"The Ford Airport at Dearborn is one of the few real airports worthy of the name at present in operation in this country," he said. "It is not only equipped for heavier-than-air but also has a mooring mast for lighter-than-air craft. Perhaps no city in the country, unless it be Wichita, or Los Angeles, is more air minded than Detroit. Nothing as yet has surpassed the Detroit Air Show of last year, and nothing is ever likely to surpass the Ford Stout airplanes as they become further improved in matters of minor detail. It is an exhilarating experience to have visited this air centre and to have made the air journey from Cleveland to Detroit which can be continued to Chicago, leaving Detroit at 8 p.m. and arriving in Chicago at 4.50."

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. per 40 words for one insertion. Bring yours in to 34, Wyndham Street or Phone C. 4641.



READ THIS!—It will convince you of the
Reliability of Michelin Tyres.

One of our customers writes
..... No doubt it will interest you to know what I think about your "Michelin" Tyres. As you will recollect I bought a Fiat (M 509) Car from you fitted with these Tyres (size 720 x 120) and after having run for about 8000 miles I cannot speak too highly of them
..... I have never had any trouble with these tyres; there has been no puncture up to date and it was never necessary to use the spare tyre.....

Original of this letter can be seen at any time in our office upon application.

ALL SIZES IN STOCK.

A. GOEKE & CO., DISTRIBUTORS.

China Buildings (3rd Floor). Tel. C. 2221.

FIAT GARAGE DEPOT.

67, Des Voeux Road C. Tel. C. 4821.

COST OF A CAR

The Inexperienced Motor Buyer

VARIABLE FACTORS

One of the most frequent questions asked by the inexperienced motor buyer is, "What is the cost of a car?" The answer is, "It depends on many factors." The cost of a car is not a fixed figure, but a variable one. It depends on the type of car, the size of the car, the power of the engine, the speed of the car, the quality of the materials, the cost of the labor, and the cost of the accessories. The cost of a car can range from a few hundred dollars to several thousand dollars. The inexperienced motor buyer should be aware of these factors and should not be misled by the salesmen's promises.

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car with a very high engine-speed and a spectacular performance, but with a low horse-power rating and sold at a low price, may quite easily cost you more for every 1,000 miles than another of higher power, higher tax, and the same or less efficiency. High-speed engines, unless they are very good and therefore comparatively expensive, need a good deal of attention and certainly require renewals at shorter intervals than slow-speed ones. The probability is that they use rather more oil, as the temptation to take full advantage of their agile acceleration and their easily attained high maximum speed is almost irresistible. Why buy a really lively little light car, capable of showing its tail-plate to most cars if you are not going to enjoy its special charms? It may not be sense, but it is certainly natural to show 16 h.p. what 10 h.p. can do.

Recently I came across an instance of this, when a 9-h.p. four-cylinder car caused a six-cylinder 16 h.p. across the Yorkshire moors for an hour in the most spirited fashion. The big car won, as it should, but the little one was never far behind. The only difference was that the loser was working at its limit all the time and the big one was going comfortably. Type for type, the little car was more extravagant than the other. I dare say its petrol consumption was not much more than half that of the big one, but it only the owner would realize it. Petrol consumption is one of the least important items on the modern car's books. Furthermore, every part of that small car was undergoing twice as heavy a strain as those in the big one, and therefore working twice as hard in half the time. It was shortening its life twice as quickly. That is what it amounts to.

Given that the various maximum speeds are only reached on very rare occasions, that the cruising speed is from 25 to 30 per cent lower, that the brakes are sparingly used, and that the makers' upkeep instructions are faithfully obeyed generously so in the case of oil—the cost of running modern cars 10,000 miles should be approximately as follows:

7 to 10-h.p. featherweight 2 or 4-seater	£42
12 to 16-h.p. family	£60
16 to 25-h.p. do.	£70

This is calculated on a generous basis on a series of results obtained in practice, and, of course, does not include insurance or tax or garaging, but it does include four new covers and two new tubes. The first year's costs will be less by the price of these, which is one argument in favour of buying a new car every year.

A False Economy

A 7-10 h.p. car should average about thirty-five miles to the gallon of petrol, three decarbonisations per 10,000 miles, about a gallon of gear-oil for the same distance, and say £5 for unlooked-for failures, such as plugs, lamp-bulbs, small breakages, losses, and repairs. No car, whether it has 7 or 70 horse-power, should be allowed to run for more than 1,000 miles without having the base-chamber drained and new oil supplied. This is added to the cost of consumption week by week. A car that uses a gallon for every 1,000 miles really requires that in addition to a tankful. There is no worse vice than oil-saving. It can be a very expensive economy.

It is not wholly the fault of the inexperienced owner that he continues to run his unfortunate engine on the black waste which, at the end of 1,000 miles' hard work, represents the oil essential to efficiency and safety. Markets continue to make the business of pump-emptying and filter-cleaning the most arduous and disgusting of any maintenance job. Perhaps they think it pays to compel the owner to crawl under the car in order to unscrew a plug and dismantle a filter, with a usually fragile washer. Let one who has crawled under quite a number of cars of all sorts assure them if it does, it will not do so for long. Engine-speeds are increasing every year, and the importance of being able easily, quickly, and comfortably, to make sure that they are getting real lubricant at all times, is being borne in upon the most careless driver. The results of neglect are so extremely expensive.

Sometimes one hears of a car which is particularly extravagant in oil, for example, or in tyres or in petrol. It is practically certain that in each case there is a saving grace, and that in other ways the economy is exceptional. A car of my acquaintance uses about a gallon of engine oil for every 30 miles, but as it only uses

a gallon of petrol for twenty miles (and it can go very fast indeed), is taxed at only £16 and need be decarbonised only once in every 20,000 miles, things work out reasonably.

The conclusion is that there is very little difference in the upkeep expenses of the different cars, in their several classes. A 10 h.p., a 15 h.p., a 20 h.p., and a "sports," each cost about the same as their rivals at the end of the year. If you drive any of them very hard, they may cost twice as much. It is unreasonable to ask the salesman a question to which he cannot possibly know the answer. The car's bills depend very much on the car's owner. John Proleha in the "Observer."

A NEW CAR

New Dodge Brothers Six

The answer to the Chrysler interpretation of the Dodge products, following the acquisition of the Dodge properties by Chrysler Motors, is the new Dodge Brothers Six. In utilizing every one of the elements of progressive engineering and scientific manufacture which have contributed to the success of all Chrysler-built cars, the new line of Sixes promises that the value of Dodge Brothers cars will remain unchallenged.

Mr. Chrysler's personal statement in introducing the new car reinforces this administrative policy.

"We are proud to be the creators and sponsors of these two fine cars. The new Dodge Brothers Six and the new Dodge Senior, and present them in the sincere conviction that they offer the high values, dependability and distinction which a discriminating public expects always of Dodge Brothers."

"We believe that in these first two products of the new era of Dodge under Chrysler management will be found the strongest pledge it is possible for me and my associates to offer that the future of the Dodge Brothers Corporation is in safe hands."

"We are utilizing every one of the elements of progressive engineering, scientific manufacturing and outstanding value which have contributed to the success of all other Chrysler-built cars and to the general and rapid progress of the Chrysler Corporation."

"The new Dodge Brothers Six furnishes unassailable evidence of



Henry Ford celebrated his sixty-sixth birthday at the West Orange, N. J., home of his boy friend, Thomas A. Edison. Here he is, on the lawn of the Edison home cutting himself a piece of his birthday cake. Among those who shared the goodies were Col. Lindbergh and other notables who are present as judges in the Edison contest.

the unlimited capabilities of the great, organized forces of the Chrysler Corporation when marshalled to full strength in any enterprise."

Exclusive Body Styles

Eight exclusive body styles comprise this new line of Dodges. In detail they cover the full scope for almost any want or taste. The two passenger business coupe, five passenger sedan, five passenger brougham, roadster with rumble seat, four passenger victoria, five passenger de luxe sedan are offered.

Possibly the most outstanding feature of these practically new creations is the mono-piece body built inflexibly onto the wide chassis, giving perfect balance, rigidity and steadiness. With door and window apertures fashioned out of a single piece of metal there are no joints to squeak. The narrow profile radiators have a wing-

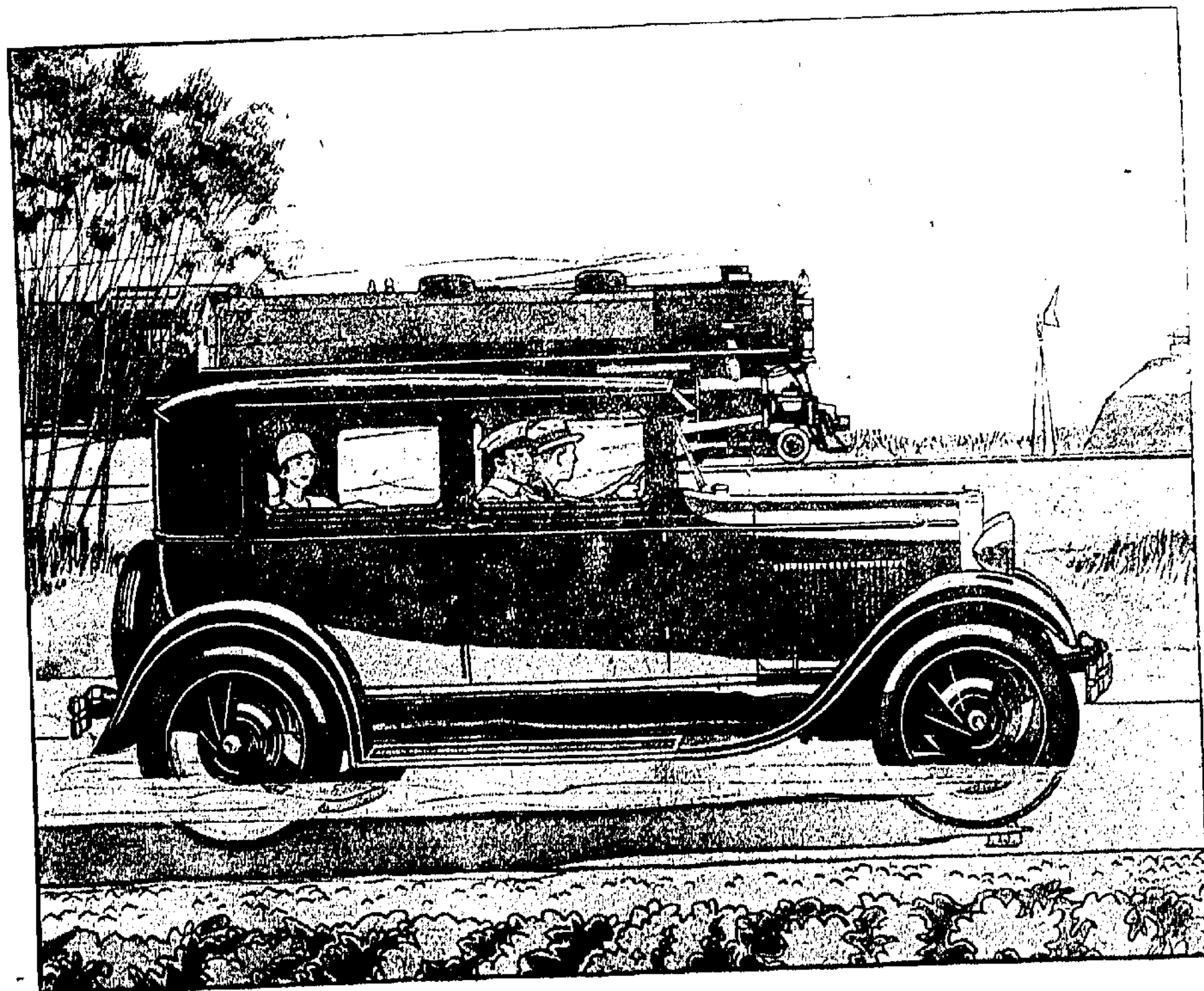
tipped cap with the Dodge interlaced triangles centred in the face of a seal. Fineness of line and graciousness of curve mark the cowl-bar and lamp tie rod. The use of chromium plate in all exterior metal parts adds to the beauty of the general appearance of the car and at the same time guarantees consistent brightness and lustre.

The steering wheel is finger thin, with the headlight switch at the top of the column. Side ventilators are foot operated.

Other new specifications include the engine cushioned in live rubber and easily accessible; a crankshaft with seven main bearings, each bearing held in place by a self-aligned bearing cap; wide-faced transmission gears; rear axle with double thrust roller-bearings; Chrysler weatherproof hydraulic 4-wheel brakes; Lovejoy shock absorbers all around; roller-bearing steering gear and generous oversize tyres.

BUY THE NEW FORDOR SEDAN

because it gives you everything
you want in a
motor car



Standard Equipment on the New Ford Car includes four Houdaille two-way shock absorbers, fully enclosed silent six-brake system, five spoke wheels, five balloon tyres, electric windshield wiper, speedometer, gasoline gauge, nickel-plated instrument panel, dashlight, mirror, combination tail and stop light, theft-proof coinidental lock, Alomite chassis lubrication, Triplex shatterproof glass windshield, and front and rear bumpers.

HK.\$1,990⁰⁰

Comfort Safety Speed Beauty
Reliability Economy

THE New Ford is distinctly a new and modern car designed to meet new and modern conditions. It is an advanced expression of a wholly new idea in modern economical transportation.

The minute you see it — ride in it — you will realize that here, at a low price, is everything you want or need in an automobile.

Visit our dealer and arrange for a demonstration ride, or drive the New Ford Car yourself through the thickest traffic or over the roughest roads you may find.

On the basis of complete all-round value, you will know that there is nothing quite like it in design, quality and price.



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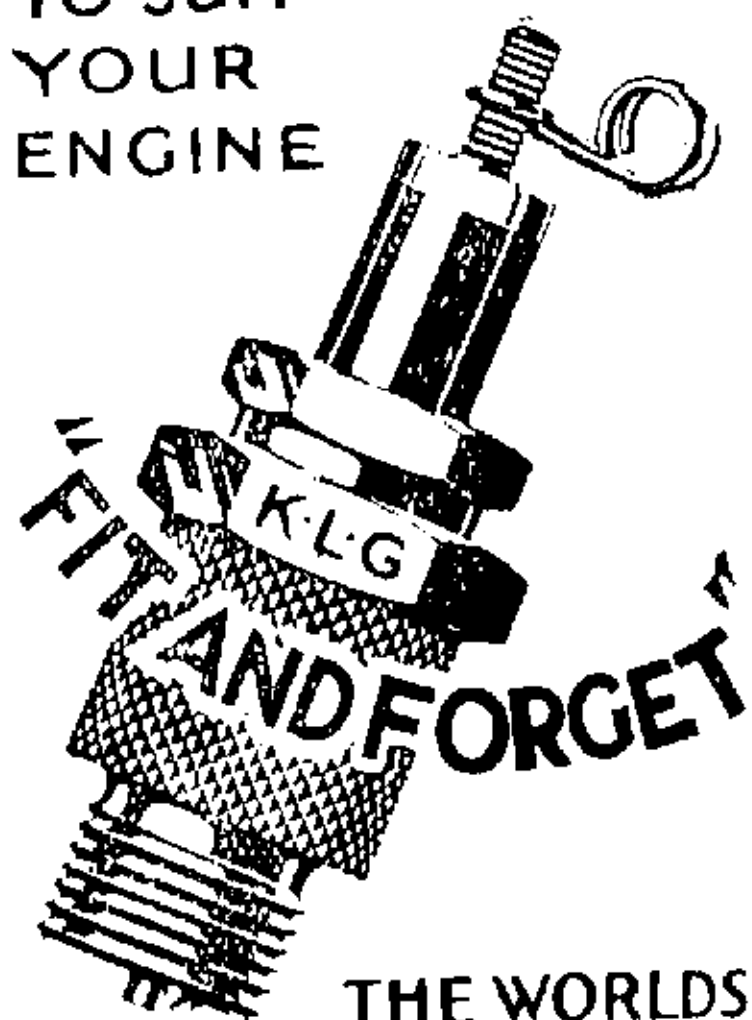
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TO SUIT
YOUR
ENGINE



THE WORLDS
BEST SPARKING
PLUGS

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BURMA
G. MCKENZIE & CO. (1919)
LTD.
RANGOON.

WEAR OF THE TYRES

If you find a tyre wearing fast
er than the one on the opposite
wheel, check the brakes, possibly
the brake on that side is grabbing
and causing the tyre to skid.
This condition causes rapid wear.

8-CYLINDERS World-Wide Trend Indicated

A world-wide trend toward the
straight eight motor car is in-
dicated by sales data recently
compiled by the Studebaker
Pierce-Arrow Export Corporation.
The figures show that factory
sales of Studebaker President
Eight and Commander models in
world markets increased 173 per
cent, during the first six months
of 1929 over the corresponding
period of 1928.

A similar trend made by
Studebaker revealed a similar pre-
ference for the eight cylinder car
in the United States. Registra-
tion of six and eight cylinder cars
in 18 leading States for four
months this year were compiled
and compared with registrations
during the same months in 1928.
It was found that registrations of
eight cylinder cars had increased
82 per cent, while six-cylinder
registrations showed a loss of 8
per cent.

A still more increase in over-
all eight cylinder business is an-
ticipated during the last half of
1929, according to Arvid L.
Frank, sales manager of The
Studebaker Pierce-Arrow Export
Corporation. "Studebaker's new
Director Eight will be largely re-
sponsible for the gain," he stated.
"Since it offers eight-cylinder per-
formance at a price well within
the six-cylinder field. With three
lines of eights, the new Director
and the popular President and
Commander, the corporation is
well prepared to meet the grow-
ing demand for eight-cylinder
cars."

BRAKE ADJUSTING Two Simple Rules To Observe

There are two simple rules to ob-
serve when tackling brake adjust-
ments, the first being that the shoes
should be set as close to the drums
as possible without actually rub-
bing when they are in the off posi-
tion. The second rule is that in
order to obtain the best results the
braking force should be equally dis-
tributed between the four drums.

The shoes are pivoted or hinged
at one side of the hub, whilst at
the other side they are separated
by a cam. When the pedal is de-
pressed a system of rods and levers
moves the four brake cams simul-
taneously and thus expands the
shoes outward towards the drums.
Each shoe carries a lining, riveted
in position, which is made of a
material which will withstand heat
and give prolonged wear.

Now, if you regard the whole
system as a simple lever you will
readily see that the pedal movement
necessary to bring the shoes into
contact with the drums depends, in
any given car, on the clearance be-
tween the shoes and the drums.
Thus, if the leverage is 80 to 1 and
the shoe clearance is set to a mini-
mum of, say 1/80th of an inch, the
pedal will only move 1 in. before
bringing the shoes into contact,
apart from the back-lash which
may be present owing to loose
joints. It will be obvious that as
the linings wear the clearance and
pedal travel will increase propor-
tionately, so that after a few
thousand miles the clearance has
increased to 1/20th of an inch the
pedal travel will then be 4 in.

In other words, it will be possible
to force the pedal down to the floor-
boards with no reserve movement to
allow for backlash and springiness
in the system. This state of affairs
must be corrected and the pedal
brought back to its normal travel
by operating the adjustments
which, in effect, shorten the link-
age between the pedal and the
brakes.

Central Adjustments

Almost always there is a single
adjusting nut on the pedal pull-
rod, access to which is obtained
either from under the floorboards
or from the bonnet, and routine ad-
justment consists of turning the
nut every now and then when the
pedal travel becomes excessive.
You may find, however, that after
some months the brakes are no
longer functioning equally; thus it
may become easy to lock the rear
wheels, or a sudden application of
the brakes may cause a tendency
to swerving that shows one brake
or another must be taking an undue
proportion of the load.

By far the best procedure in such
circumstances is to take the car to
a garage equipped with one of the
latest brake-testing devices where-
by the braking force produced by
each of the wheels when the pedal
is depressed can quite readily be
ascertained. With this information
as a guide it is quite a simple mat-
ter to operate the individual ad-
justers on the brakes until a re-
test shows that the desired propor-
tioning of the effort has been at-
tained.

Equalising the Brakes

If, however, you find that there
is no garage so equipped within
a convenient distance there are
various ways in which you can at-
tempt the job yourself. One of
these is to operate each adjusting
nut until the shoes are just touch-
ing the drums; this exact point can
be ascertained by tapping the drum
with a spanner and noting when the
"ring" turns to a dead thud as the
shoes make contact. The correct
clearance can then be given, as
a rule, by slackening the adjust-
ing nuts to the extent of a full turn
each.

In some cases this method may
not prove to give the desired re-
sults owing to the slight differ-
ences in conditions when the pedal
is fully depressed, so that it should
be checked first of all by giving the
car a run, using the brakes only to
a slight extent and by feeling the
drums by hand as soon as the car
is brought to rest. Differences in
brake effort will, of course, be in-
dicated by differences in tempera-
ture, and extreme heat will show
that a brake has been rubbing con-
tinuously.

A rubbing brake may also be
caused by stiffness in the system
due to lack of lubricant, but this
part of the subject was fully treat-
ed in the previous instalment of
this series. If it be suspected in
any brake you should take hold of
the operating lever on the cam
spindle and see whether it can be
pushed back against the spring on
the pullrod; if it works fairly free-
ly the source of trouble must be
sought elsewhere in the system. Of
course, you must not expect it to
be very easy to move the lever, as
you are pressing against the action
of the pull-off springs, but, having
moved, it should snap back freely
when released.

The rest of the braking system
usually consists of rods or cables
connecting the levers on the cam
spindles to similar levers mounted
on one or more cross-shafts, these
shafts being carried in bearings
either on the frame or, in some
cases, on the gearbox. Although
they may be difficult to reach the

NEW BUS CHASSIS Features of Interesting Unit

A new Studebaker bus chassis
of 220-inch wheelbase, powered by
a 115 horsepower straight eight
motor and designed to accommo-
date a 25-passenger parlour car
type body is announced by the
Studebaker Pierce-Arrow Export
Corporation. It is capable of a
maximum weight allowance of
15,070 lb. for chassis, body and
load.

Chassis features of the new
unit are four forward speeds,
cross air springs in front, rear
dual wheels, rear springs three
in line wide, a heavier and strong-
er frame with three tubular and
five pressed steel cross members
and 24 x 7 twelve ply heavy duty
tyres as standard equipment.
Ballion tyres of 36 x 8.25 size for
use with van malleable spoke
wheels are optional at no addi-
tional cost.

The engine of straight eight
design of the L-head type, with a
four point suspension mounting,
has a piston displacement of 337
cubic inches, a compression ratio
of 5.15 to 1 and a maximum
torque output at 2,000 r.p.m. A
mechanically driven fuel pump
feeds the carburettor from a 24
imperial gallon capacity petrol
tank mounted under the frame at
the rear of the chassis. The car-
burettor is of the duplex type.
Current for lighting is furnished
by a high tension battery ignition
12 volt system.

The Clutch

The clutch is of the improved
double disc dry plate type, 11
inches in diameter. The gearbox
is in unit with the engine, with
selective sliding four speeds for-
ward and one reverse. The stand-
ard ratios are in first, 4.8;
second, 3.0; third, 2.0; fourth,
direct reverse, 6.5. Provision is
made for standard S.A.E. power
or pump take-off.

A drive shaft of three pieces is
used. It is supported at the
centre by two self-aligning double
roll ball bearings. All sections
are tubular and of sufficient di-
ameter to withstand all torque and
whipping stresses. A slip joint
in the rear section allows for the
axle motion. The drive is prac-
tically straight line under load.

The front axle is drop forged
of the reverse Elliott type. The
rear axle is of the semi-floating
type designed for heavy duty
work with chrome molybdenum
shafts. The housing of malleable
iron is exceptionally strong.

The service brake is of the
mechanical internal expanding,
self-energising four-wheel type
with oversized drums 17 1/2 by 3
inches. The Westinghouse vacuum
booster reduces pedal pressure
two-thirds. There is a total brak-
ing area of 535 square inches
which, with the braking power on
the rear wheels, practically
eliminates all possibilities of skid-
ding. The hand brake is on the
drive shaft and employs a cir-
cular ventilated disc 14 inches in
diameter.

Front and Rear Springs

The front and rear springs of
the semi-elliptic type are of Stude-
baker design and manufacture.
The front springs are 38 inches
by 2 1/2 inches with 14 leaves.
The rear springs are 56 3/4 inches
by 3 inches with 14 leaves. The
front wheel tread is 63 inches
while the rear wheel tread mea-
sured midway between the dual
wheels is 64 inches.

The cam and lever type of
steering gear having a reduction
of 18 to 1 is used. This means
that three full turns of the
steering wheel are necessary to
cramp the wheel from full right
to full left position. The turning
radius of the chassis, with body
mounted, is 35 feet. Budd ven-
tilated disc wheels are optional
equipment at slight additional
charge.

cross-shaft bearings should always
be kept thoroughly lubricated.
A more or less central lever on the
cross-shaft is coupled by a rod
either direct to the pedal or to the
pedal via a Dowdall servo motor,
if one be fitted, and it is on this
rod that the main adjusting nut
is usually located whereby all four
brakes may be taken up simul-
taneously.

When your car has covered 15,000
miles or so and all the brake ad-
justments have been taken up to
a considerable extent, it will be as
well to remove the drums for an
inspection of the linings. It is
foolish to continue to run a car on
very worn linings, as they can be
replaced at quite a moderate cost.
The ease or otherwise of removing
the drums depends upon how they
are secured, as in some cases it is
necessary to pull the rear hubs of
the axle shafts with a special tool
before the drums can be detached.

Removing a Drum

In perhaps the majority of cars
nowadays, however, you will find
after removing the wheel that the
drum is located by two or three
screws, which can readily be taken
out. The drum can then be tapped
off over the wheel studs without
difficulty.



Marquette had to be worthy of
Buick - before Buick would accept
it for production.

So night and day, for weeks and
months, Marquette underwent the
most gruelling tests that the corps
of experts at General Motors
Proving Grounds could devise.

Its performance over every sort
of road - hilly, sandy, muddy, and

race track stretch - was proved by
more than 100 scientific tests.
Every qualification of power, speed,
comfort, endurance and value was
measured.

Marquette has been proved to
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satisfy yourself.

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FISK ALL-CORD deliver more
MILEAGE than you can reasonably
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TYRE CARE

By actual tests on bus fleets,
where tyres are subjected to con-
stant usage under all kinds of
weather conditions, it was found,
according to an American com-
pany, that at least 25 per cent.
more mileage could be added by
proper care of tyres. In some
cases the increased mileage ran
as high as 100 per cent. This
means that when tyres are check-
ed so that the right air pressure
can be maintained, the wheels
checked for proper alignment,
tyres inspected so that small cuts
and bruises may be repaired be-
fore they grow into costly and
dangerous damages to the tyres,
the result is much lower tyre
cost.

"THE ROLLS ROYCE OF MOTOR CYCLES"
(Vide "The Motorcycle")

"BROUGH SUPERIOR"

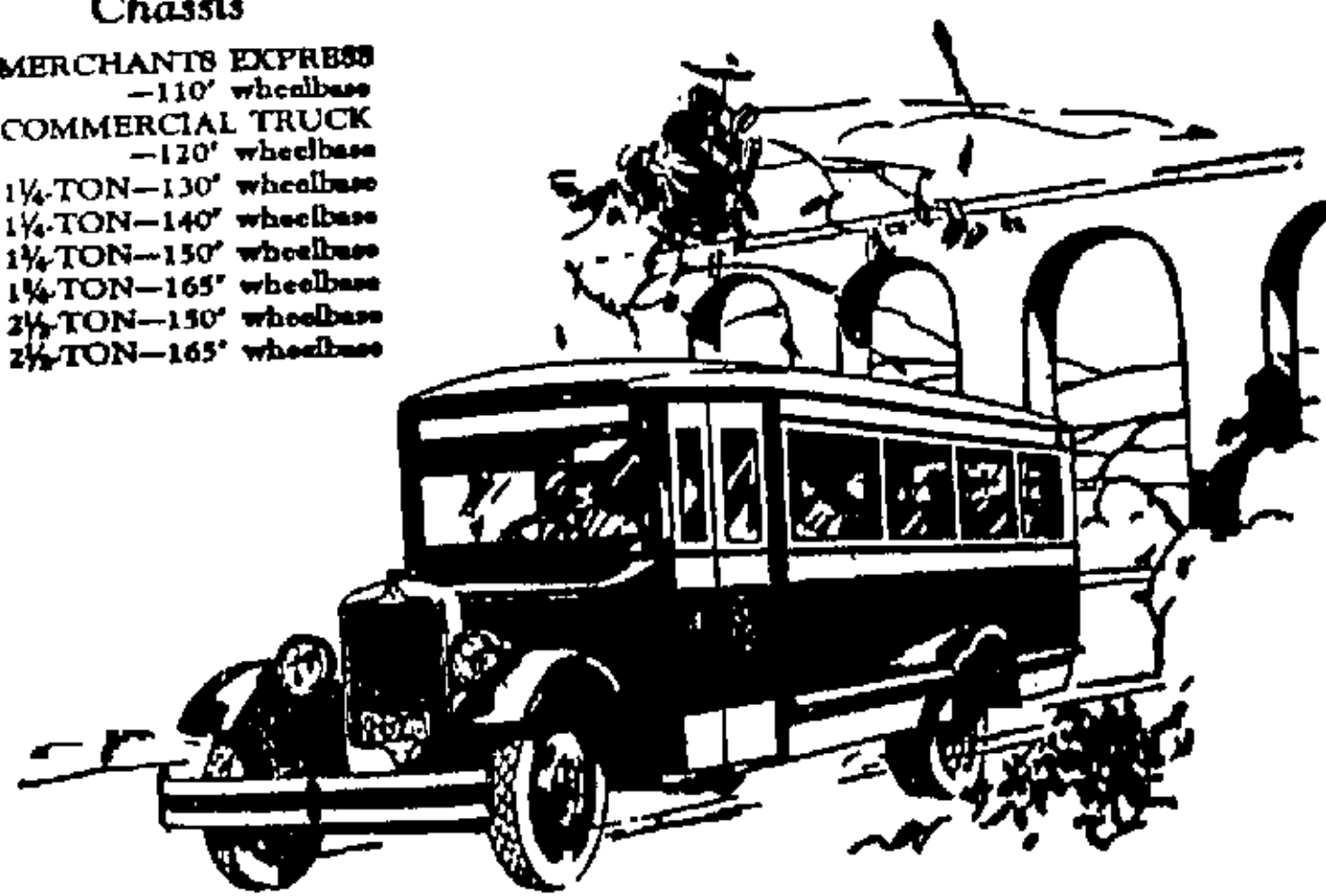
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The 1929 Spring Frame Model (680cc. O.M.V.)

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MERCHANTS EXPRESS
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2 1/2 TON—165" wheelbase



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SEDAN and TOURING MODELS
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Hongkong Sunday Herald.

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"OVERLAND CHINA MAIL"

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THE WEEK'S NEWS
ILLUSTRATED.

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CHINESE SPORTS

Sidelights From North Point Stadium

BOXING EXHIBITION

Zodavsky Speaks His Mind in Plain Words

Zodavsky came to me early yesterday morning. It was not surprising, seeing that he knew that I had just laid in a fresh stock of old John Barleycorn. He was all smiles when he entered my bedroom, which is my parlour at the same time, and if you know Zodavsky, you will also know that he can smile.

"Well, Klakinsky, why are you not out of bed yet? Don't you know it is a crime to waste even a minute of such a splendid day as this one," he said in his most polite English, or at least he thinks so.

"What's doing?" I asked. "Nothing much, only that there is a brand new stadium at North Point, and a bunch of young folks like ourselves are out fighting for their lives."

"It does not interest me much, and I would sooner be in bed and get on with this beautiful book 'Sarcastic China' than to be out trotting the dusty streets with you."

"A nice compliment to pay to your best and only friend, Klakinsky, a nice compliment indeed. Say, I heard from Pei Wong that you took in a case of Barleycorn yesterday. Talking about it makes me feel thirsty. Have you opened a bottle yet?"

Now I know my friend too well, unfortunately, and when he gets to talking in that manner, I know I will have to trot out a bottle to satisfy him if I want peace.

The bottle was placed on the table, and Zodavsky, true to his name, helped himself liberally. As I saw my bottle diminishing, I hastily dressed myself and asked him to come out for a walk.

At North Point
We went down to North Point to see this big stadium which is the talk of the town. At the main entrance, we were stopped by about a dozen "officials", and everyone was an official if he had a coloured ribbon on his jacket. They asked us for our tickets, which we showed them, and then we were allowed inside.

"Forget your English, for once, Klakinsky, and let us jabber away in 100 per cent. Yankee twang," Zodavsky suggested.

"Why be silly unless there is good cause for so doing," I said. "You are here in your official capacity as a Press representative, and the more American you shoot out the more they will like you, and also forget your Cantonese dialect. It will be great fun."

We went around to find out what arrangements had been made for the Press, and where we would have to sit. I asked one of the army of officials and what he told me was enough to freeze the marrow in my bone. "Nothing in English for you. Everything is printed in Chinese, and there is no board or anything to inform you as to the events and the names of the contestants," he curtly said.

Favours Remembered
When Zodavsky heard this, he took me aside and whispered in my ears. What he said was reasonable and logical, and I was surprised to find that beneath a thick skull there could be such a substance which we called brains. In short Zodavsky reminded me that when the C.A.A. wanted publicity, they did not forget to send an English-speaking gentleman to my office late at night. That gentleman asked me to do him a favour by boosting the Athletic Meeting. I spoke to my Editor, and the result was that he allowed me all the space I wanted to "boost" up this event. Then more "stuff" was sent in from day to day for publication. Again we obliged. And, as Zodavsky rightly pointed out, even our presence there showed our desire to further oblige them by reporting the show for them. He then suggested that we should see the Chairman, and ask him to arrange a method whereby we could obtain the results.

The Wrong Moment!
We made enquiries and eventually we were directed to the Chairman. We found him at the wrong moment. He was just telling two of his friends, in Chinese of course, and he thought that we did not understand, about a little trouble he had on a previous day with a Chinese reporter. It

LIFE SAVING

Police Candidates Successfully Pass Tests

MORE K.O.S.B. PASSES

A Life Saving test for members of the Hong Kong Police Force was successfully held last Wednesday, when the following candidates qualified for proficiency certificates and bronze medals of the Royal Life Saving Society of Great Britain.

E. J. Esch, R. D. Paton, R. Cunningham, A. Cameron, C. Mottram, G. Wayne, and Corporals Babu Khan and Chanan Singh.

R. Dornier qualified for the proficiency certificate only.

The class was trained by Sergeant J. H. Hunt, who will be recommended for the Honorary Instructor's Certificate.

The performances of the candidates were of an excellent standard in all the tests they were subjected to, and all concerned are to be congratulated.

The Captain Superintendent of Police was an interested spectator of the tests and was clearly pleased with the men's fine showing.

K.O.S.B. Success

On Friday six candidates from the 2nd Battalion the King's Own Scottish Borderers were presented for examination at Taiwan beach to the Society's Award of Merit Medal, and all passed.

The necessary eleven tests, by no means easy at the best of times, were rendered extremely difficult by a strong current and wind. The non-swimmers in uniform were particularly gratifying for the candidates.

The handsaps notwithstanding, all the candidates attained a high standard, which reflected great credit on them as swimmers. They all fully earned the marks which enabled them to pass the examination.

The names of the candidates will be forwarded to the Chief Executive in London for approval and confirmation as suitable persons to hold the Award of Merit. They are: C. W. Finlayson, Bdsman, J. V. Kendall, Pte W. A. Freeman, J. C. R. McKintosh, Pte J. Ferguson, and J. C. E. Ward. The names have been given above in the order in which they passed the tests.

appeared that the vernacular papers had also "kicked" at the haphazard arrangements and the difficulty in getting the results.

To make matters even, the report of the opening speech by the President of somebody.

After I had made known my presence to abruptly turned round and in a most sarcastic manner asked, "Where is your card. I want your card."

I was taken aback, and after I had got over my surprise it dawned on me that he had not got over the "shindy" made by the vernacular Pressman the day before.

"You are very doubting," I said. "Well, how do I know that you are a reporter. I can't believe anything until I see your card," he reiterated heatedly.

Now I have made it my most solemn principle not to give my card away to every Tom, Dick and Harry. I did it once, and regretted it. The man whom I gave my card to, took it to a store and there obtained goods to the value of \$30 on credit, saying that I had wanted the goods. Once bitten, twice shy, is my motto.

"I have no cards to give you, unless you want this complimentary ticket you sent me," I said and produced the ticket.

The storm blew over, and we at last found an obliging Chinese gentleman who sat next to us and supplied us with the results.

"SLIGHT PESSIMISM"

British And U.S. Naval Reductions

AMERICA DISSATISFIED

Counter Proposals for British Acceptance

Washington, Saturday. The "Times" of Washington summarizes the results of the Anglo-American naval negotiations as follows: firstly, Great Britain definitely acknowledged the right of the United States to have a superiority of 10,000 ton cruisers; secondly, the United States recognised the British right to have a superior total cruiser fleet, but had yet agreed to the total tonnage; and the relative values of 6,000 tons ships, armed with six inch guns, and 10,000 tons vessels carrying eight inch guns.

The "Times" says that Great Britain lately proposed a total of 50 cruisers of all sizes for Great Britain, and 18 vessels of 10,000 tons each for America, plus ten 7,500 tons vessels already built. The United States is dissatisfied with the smallness of the latter figures, although appreciating the British concessions from the 70 cruisers demanded by Geneva in 1927.

The above mentioned proposals are responsible for the slight pessimism early in the week, which is gradually disappearing. A counter proposal will be forwarded to London next week which "probably the British Government can accept," Reuters' American Service.

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MORE SEDITION HERE

Woman Arrested Outside Taikoo Dock

TIFFIN HOUR DISTRIBUTION

Early Morning Leaflets at Peak Tram Station

For the second Saturday in succession, at almost precisely the same hour, detectives of the Criminal Investigation Department have been successful in their campaign against seditious literature.

Local industrial centres have been the favourite hunting ground of agents distributing printed papers to masses of workmen. Last week the venue was the main gate of the Royal Naval Dockyard in Queen's-road Central. Yesterday, also, when the "hands" were coming out at the mid-day meal hour, there was trouble, this time outside the Taikoo Dock in Quarry Bay.

Nefarious Campaign
Early yesterday morning a Chinese policeman found a number of pamphlets adhered to the wall of the 3rd class entrance to the dock, and an extensive watch was maintained.

Vigilance was rewarded. Two men were seen mingling with the Taikoo docked and passing papers. They were promptly arrested. As they were being taken away, a woman of middle age was seen doing likewise not far away. She was also arrested. These three are in custody and will appear before the Police Magistrate tomorrow.

It is noteworthy that in the report for 1928 of the Secretary for Chinese Affairs, reference is made to "definite evidence discovered" of Communist scheming behind the movement to create mischief in Hong Kong factories, docks, and elsewhere. Special instances which occurred last year are mentioned.

TYPHOON NEWS

The following cables from Manila have been received by the American Consulate-General:—

Saturday, 11 a.m.
(1) Typhoon in about 128 degrees moving N.N.W.
Long E. and 27 degrees Lat. N., moving N.N.W.

Sunday, 7 p.m.
Typhoon in about 127 degrees Long E. and 28 degrees Lat. N., moving N.W.

Typhoon in about 127 degrees Long E. and 17 degrees Lat. N., moving W.

Typhoon in about 127 degrees Long E. and 17 degrees Lat. N., moving W.

NO CYCLE LIGHT

Night in Jail Enough For A Lad

"Is this another of these light cases," asked Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday when a Chinese lad appeared on a charge of having ridden his bicycle in Jordan-road at 7.50 p.m. without a lighted lamp.

Defendant: My light was blown out by the wind, your Worship.

His Worship: I am not going to put these lads in prison for offences like this. Cautioned. Constable: Discharged?

His Worship: Yes, a caution will do. I think a night in the lock-up is sufficient punishment. I see that the accused cannot pay his bail, and even if he could pay, the fine would be very small.

GUILD AFFAIR

Threat To Rip Skin Off?

At the Kowloon Magistracy yesterday, Mr. T. S. Whyte-Smith bound two Chinese over in personal bonds of \$50 each to keep the peace for six months.

The complainant who is a barber at 42, Balkeley Street, was assaulted by defendant (his customer), because he would not join a guild, which cost \$20 for a new member!

The complainant alleged that the defendant had said in the charge room of the Hung Hom Station that if he was discharged he would rip the skin off complainant's neck, and therefore, he was very frightened.

VOLUNTEER CORPS

Aquatic Sports at the V.R.C.

PORTUGUESE KEEN

Army Beaten in Water Polo Match

The aquatic sports meeting of the Hong Kong Volunteer Defence Corps was held at the Victoria Recreation Club last night.

Considering the strength of the Corps, the number of entrants for the various events was not encouraging. The greater proportion of those who took part in the races were men of the Portuguese Company, and they got away with the majority of the prizes, conceding only one first place and three seconds to representatives of other units.

Team Race

The Inter-Company Team Race was easily the most exciting event on the programme. There were four teams in this race: Machine Gun Co., Portuguese Co., Scottish Co., and the Battery. The Portuguese took the lead at the start, with the Machine Gunners close behind. With the first three swimmers it was a touch and go affair between the Portuguese and the Machine Gunners, and the ultimate result was very much in doubt. Then the Portuguese forged ahead, with their fourth man, and increasing their lead with each subsequent man, won handsomely.

Blindfold Race

The Blindfold Race provided much fun. The competitors lost their bearing after swimming about half a length. Some soon recovered, but others swam hopelessly about from side to side of the bath until they got "fed up" and removed their handkerchiefs.

There was also some fun in the Ladies' Nomination Race, the men struggling in the water to keep afloat cigarettes which were lighted for them by their lady partners.

A water polo match between the H.K.V.D.C. and the Army was the last event on the programme. It was a closely contested match which the Army did not deserve to lose by the only goal scored.

It was a ding-dong struggle throughout. The forwards on both sides were well marked and, therefore, had few chances of scoring. What shots they did have at goal were from long range or hastily taken "first timers," which either went high or fell handy for the goalkeepers to reach and throw out. The first half was goal-less.

The second half was equally well contested, and looked like a draw, until Simpson of the Volunteers, had a fine chance fairly close in. One of the defenders had the misfortune to foul him, and Simpson had a free throw which he sent straight to Gittins, who was well placed. The latter found the net with a quick cannon-ball shot which gave the Army custodian no chance. The final whistle came soon after.

The Corps Band were in attendance during the evening and under the baton of their conductor, Mr. Rodrigues, played some fine selections from the events.

Mrs. J. Wolfe-Murray, wife of the Corps Adjutant, graciously gave away the prizes after the water polo match and then dancing was indulged in by the gathering.

THE RESULTS

The results were as under:—
100 yards Four Styles (Breast, Side, Back and Free)—1, W. Lawrence (Portuguese Co.), Time: 76 secs.; 2, H. M. Remedios (Portuguese Co.), Time: 79 secs.

50 yards Blindfold Race—1, F. M. da Silva (Portuguese Co.), Time: 33.3/5 secs.; 2, E. Zimmer (Machine Gun Co.), Time: 34.1/5 secs.

50 yards Free Style—1, S. V. Gittins (Machine Gun Co.), Time: 27 secs.; 2, E. S. Bliss (The Battery), Time: 27.2/5 secs.; 3, W. Lawrence (Portuguese Co.), Time: 28 secs.

Ladies' Nomination Race—1, Miss C. Maher and J. R. Soares; 2, Mrs. J. Lawrence and E. Lawrence. Both swimmers are members of the Portuguese Co.

High Diving—1, G. A. Pinna (Portuguese Co.) 80 points; 2, S. D. Iggleaden 78 points.

Inter-Company Team Race (Six-swimmers two lengths each)—1, Portuguese Co., Time: 2 mins. 57.2/5 secs.; 2, Machine Gun Co., Time: 3 mins.

REPUTED THIEF

An Eye on European Houses

EARLY MORNING LOITERER

Tsang So (26) reputed thief and loiterer appeared at the Kowloon Magistracy yesterday before Mr. T. S. Whyte-Smith charged with entering the stairway of 6, Jordan Road with intent to steal at 5.30 a.m. on Friday.

Accused who denied the charge, said that he was a coolie in the Kowloon Godowns and that he was walking in Jordan Road when the Police Constable arrested him and accused him of stealing. He went on to say that he had come from Tai Kok Tsui in a bus along Nathan Road and at the junction of Jordan Road he got off and walked.

Divisional Inspector Marks pointed out that the accused need not have gone to the Godowns by way of Nathan Road. He could have got a bus at Shamshui, and it would have taken him along Canton Road, which was much quicker. He also commented on the peculiar hour that the loiterer was going to work.

No Actual Felony

His Worship said that it was hard to convict the accused, did not actually commit a felony, and it was only by seeing his previous convictions that he would convict.

Accused record brought to light that he had served 10 days in 1919, and three weeks in 1928, both for stealing.

The prosecuting officer told the Magistrate that the entire block of houses where the accused went to work had been many larcenies, the Police authorities posting a special constable for duty in that block.

In view of that his Worship passed sentence of six weeks hard labour.

LIST OF EVENTS FOR SEPTEMBER 21

The next Night Fete of the V.R.C. is fixed for September 21. The following is the list of events:—
1. 100 Yards Handicap (Members).
2. 100 Yards Breast Stroke (Open to the Colony).
3. 100 Yards Free Style (Open to the Colony).
4. 100 Yards Back Stroke (Open to the Colony).
5. 50 Yards Handicap—Ladies (Open to the Colony).
6. 50 Yards Handicap—Boys (Open to the Colony).
7. Running Header from Springboard—Plain or Fancy (Open to the Colony).
8. Services Team Race—6 a side each to swim 50 yards.
9. Inter Club Team Race—7 a side each to swim 50 yards.
10. Water Polo: Married v. Single—Players to be chosen from teams participating in the Hong Kong Water Polo League.

Entrance fees for events 2, 3, 4, 6, and 7: 50 cents; 8 and 9: \$3 per team. Entries close at 6 p.m. on Friday, September 13.

The championship races will be included in future Night Fetes and the provisional list is as follows:—
September 28:—
100 Yards Free Style (Championship of the Colony).
Long Plunge (Championship of the Colony).
October 4:—
220 Yards Free Style (Championship of the Colony).
Diving (Championship of the Colony).
100 Yards Breast Stroke (Championship of the Colony).
October 12:—
440 Yards Free Style (Championship of the Colony).
Throwing the Water Polo Ball (Championship of the Colony).
100 Yards—Boys (Championship of the Colony). Competitors must be under 15 years on the day of the Race.
October 19:—
880 Yards Free Style (Championship of the Colony).
100 Yards Back Stroke (Championship of the Colony).
100 Yards Ladies (Championship of the Colony).
(Entrance fees: \$1 for each event. Entries will close one week prior to date fix for event).

GIRLS' SUICIDE PACT

Due to Transition Period in China?

TRAGEDY IN HOTEL AVERTED

Schoolmates Who Came Here to Die For Ideals

Two girls from Canton, one 19 and the other 16 years of age, attempted to seal a suicide pact in Hong Kong so that they might adhere to their ideals and "be joined together for ever."

They had been school mates for about five years and had resolved that they would not marry. Both have lost their fathers but, it is believed, their respective seniors had planned their betrothal according to the old custom. And it is the present period of transition in China, when the young are being socially reformed, that is blamed for a tragedy that was narrowly averted.

On Thursday night they came down to Hong Kong by the s.s. "Tung On," leaving pathetic letters for their relatives.

Relatives' Frantic Search

On arrival late at night, they took a room in the Kwok Man Hotel, Canton-road.

It is not known at what hour they each swallowed 20 pills which are claimed, in small doses to be soporific. However, word had been left with the attendants on Friday morning that they had been very much fatigued through travelling the previous night and, accordingly, did not wish to be disturbed the whole day.

Meanwhile the relatives in Canton had found their letters and followed post haste on the Friday morning express train.

Laborious inquiries on the Canton steamboats established the fact that the girls had come down. The dozens of hotels and boarding-houses along the water front were systematically "combed" and the two errands were traced, in the evening, nearly 24 hours after arrival, to their room.

Meeting With Mother

No response was obtained during the few minutes in which the mother, an elder brother, and an uncle of one of the girls tried to force the door open. The younger one rose from the bed, opened the door and was confronted by her mother. The worst had been feared but there was still hope. The elder girl lay in a stupor on the bed.

Both were removed to the Government Civil Hospital in a motor ambulance. Emetics were administered. "Poison," if such it was, did not prove fatal and the girls were discharged yesterday.

A letter was deposited by them with the Comptroller Department of the "Tung On" with a request that "their good name must be preserved" and indicating the motive behind the deed. The envelope also enclosed \$30 in Canton notes and a French Indochina 5 piastre note.

Quite recently four girl medical students in Canton took poison together and died; and the circumstances are very much similar to the present case which, fortunately, did not result as planned.

OPIUM TRAFFIC

Railway Watchman Convicted

A YEAR'S IMPRISONMENT

That Revenue Officers and Police officers seldom searched men in uniform was the remark passed by Mr. T. S. Whyte-Smith yesterday when Watchman No. 19, Ho Sin (63) of the Kowloon Canton Railway was charged with the unlawful possession of 124 taels of raw opium at his hut near the Beacon's Hill Mile Tunnel at the rear of the Kowloon Tong Estate Houses.

Accused was arrested on Friday while on his way to Shatin by the railway. The opium was in two gunny bags.

The Magistrate imposed a fine of \$3,100 with the alternative of one year's imprisonment. The opium was confiscated.

A Special Waistcoat

For the unlawful possession of 60 taels of raw opium a Chinese was fined \$1,800 or, in default, seven months' jail.

The opium was found by R. O. Thomas Tallon in a special waistcoat that the accused was wearing when, he alighted from the Sum Chun train at the Yaumati Railway Station.

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